

# THE CITY OF MT. VERNON

## Final Comprehensive Plan



**Bernardin Lochmueller & Associates, Inc.**



# The City of Mount Vernon Comprehensive Plan

Final



Prepared for: The City of Mount Vernon  
City Hall Annex  
520 Main Street, Mount Vernon, Indiana 47620  
Phone: (812) 838-5576

Prepared by: Bernardin, Lochmueller and Associates, Inc.  
Engineering, Planning, Surveying, Environmental Studies, Water/Wastewater  
6200 Vogel Road, Evansville, Indiana 47715  
Phone: (812) 479-6200

Draft Final Plan published: October 31, 2008  
Posey County Area Plan Commission public hearing and plan adoption:  
November 13, 2008  
Mount Vernon City Council plan adoption: November 24, 2008



7:30

RESOLUTION NO. 08-34

RESOLUTION ADOPTING THE COMPREHENSIVE PLAN

---

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF MOUNT VERNON, INDIANA  
ADOPTING THE COMPREHENSIVE PLAN OF MOUNT VERNON, INDIANA

WHEREAS, the Area Plan Commission of Posey County, Indiana, did on November 13, 2008 hold a legally advertised public meeting to consider adoption of the attached Comprehensive Plan (Exhibit A) for the town; and

WHEREAS, the Plan Commission did consider said Comprehensive Plan until all comments and objections were heard, and

WHEREAS, the Plan Commission found that the plan meets the requirements of Indiana Code 36-7-4-500, and that the adoption of this plan is found to be in the best interests of MOUNT VERNON, Indiana, and

WHEREAS, the Common Council finds that it is in the best interest of the City to adopt said plan.

NOW THEREFORE, BE IT RESOLVED, that the Common Council of MOUNT VERNON, Indiana, hereby adopts Exhibit A, attached and made a part hereof, as the Comprehensive Plan of MOUNT VERNON, Indiana.

This resolution shall take effect from and after its passage as provided by law.

DULY ADOPTED BY THE COMMON COUNCIL OF THE CITY OF MOUNT VERNON, INDIANA,  
ON THIS THE 24 DAY OF November, 2008.

Aye

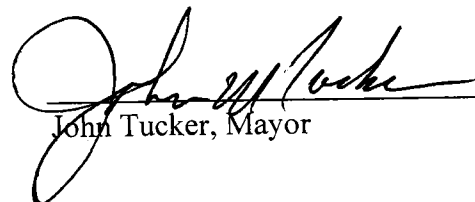
Nay

Abstain

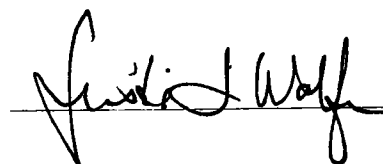
Absent

✓  
✓  
✓  
✓  
✓

Rita Askren  
Bill Curtis  
Steve Fuelling  
Becky Higgins  
Nancy Hoehn

  
John Tucker, Mayor

ATTEST:



Cristi Wolfe, Clerk-Treasurer



7:32

## LOCAL RESOLUTION APPROVING COMPREHENSIVE PLAN

Resolution No. 08-36

**WHEREAS**, the City of Mt. Vernon had identified adequate reason to prepare an update to the City of Mt. Vernon's Comprehensive Plan; and,

**WHEREAS**, the City of Mt. Vernon has hired Bernardin-Lochmueller & Associates to define and describe the issues, advise the City of its options and make recommendations to address issues in the near future; and,

**WHEREAS**, the City of Mt. Vernon has received federal Community Development Block Grant dollars from the Indiana Office of Community and Rural Affairs to fund this study, and has contributed \$5,500 as local match for this project; and,

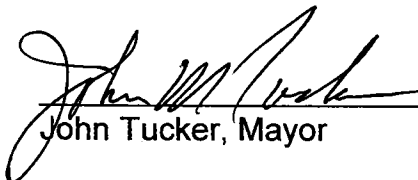
**WHEREAS**, the City of Mt. Vernon has reviewed the process and completed study thoroughly, and is satisfied with the services performed, information contained therein, and methodology applied; and,

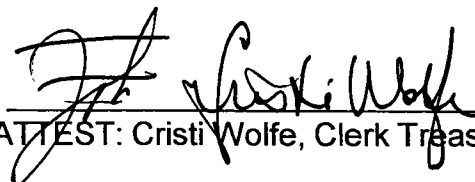
**WHEREAS**, the City of Mt. Vernon has received sufficient copies of this document for its records and will keep them on file in the City Hall for future reference.

**NOW THEREFORE BE IT RESOLVED** by the City of Mt. Vernon that the final document is hereby approved, contingent upon comments and approval received from the Indiana Office of Community and Rural Affairs. The City of Mt. Vernon will fully consider all comments and feedback received from the Indiana Office of Community and Rural Affairs and will direct its consultant to provide amended copies of this plan reflecting all said comments if applicable.

Passed this 24 day of November, 2008.

CITY OF MT. VERNON

  
John Tucker, Mayor

  
ATTEST: Cristi Wolfe, Clerk Treas.





**COMPREHENSIVE PLAN  
CERTIFICATION**

I, Mindy Bourne, Executive Director/Secretary of the Posey County Area Plan Commission do hereby certify to the Mount Vernon Common Council, that the Comprehensive Plan of Mount Vernon, a true copy of which is attached, was considered and approved by the Posey County Area Plan Commission at their meeting held on November 13, 2008 by a vote of 3 in favor, 0 against, 0 abstaining, and 1 absent and do herewith forward the same to you for your consideration and approval.

Mindy Bourne  
Mindy Bourne  
Executive Director/Secretary  
Posey County Area Plan Commission

11-13-08  
Date



**RESOLUTION NO. \_\_\_\_\_**  
**RESOLUTION OF THE PLAN COMMISSION**  
**ADOPTING THE COMPREHENSIVE PLAN**

---

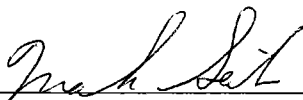
A RESOLUTION RECOMMENDING THAT THE COMMON COUNCIL OF THE CITY OF MOUNT VERNON, INDIANA ADOPT THE ATTACHED COMPREHENSIVE PLAN OF MOUNT VERNON, CONSISTENT WITH INDIANA STATE LAW REQUIREMENTS, WHICH STATE THAT A COMPREHENSIVE PLAN MUST CONTAIN THE FOLLOWING ELEMENTS:

1. A statement of objectives for the future development of the jurisdiction.
2. A statement of policy for the land use development of the jurisdiction.
3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

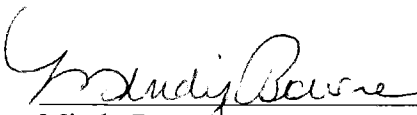
WHEREAS, the Area Plan Commission of Posey County, Indiana, did on November 13, 2008, hold a legally advertised public hearing on the proposed Comprehensive Plan of Mount Vernon, Indiana until all comments and objections were heard; and

WHEREAS, the Area Plan Commission found that said plan is in the best interest of the citizens of the City of Mount Vernon, Indiana.

NOW THEREFORE, BE IT RESOLVED, that the Area Plan Commission of Posey County, Indiana, recommends to the Mount Vernon Common Council the adoption of said Comprehensive Plan attached hereto named Comprehensive Plan of Mount Vernon, dated October 2008.

  
\_\_\_\_\_  
Mark Seib  
President  
Posey County Area Plan Commission

11-13-08  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Mindy Bourne  
Executive Director/Secretary  
Posey County Area Plan Commission

11-13-08  
\_\_\_\_\_  
Date



## City of Mount Vernon Comprehensive Plan

&

## Posey County Comprehensive Plan (Unincorporated Posey County, Poseyville & Cynthiana)

### Public Hearing

Posey County Area Plan Commission  
Hovey House  
Fourth at Walnut  
Mount Vernon, Indiana 47620

November 13, 2008  
at 6:00 PM



BERMARDIN • LOCHMULLER & ASSOCIATES, INC.  
EVALUATING • SURVEYING • PLANNING • ENVIRONMENTAL SERVICES

## OUTLINE

- A. Purpose of Public Hearing
- B. Planning Process
- C. Comprehensive Plan Benefits
- D. Comprehensive Plan Contents
- E. Community Profile
- F. Future Vision
- G. Recommendations
- H. Next Steps

### A. Purpose of Public Hearing

1. Receive public comment on two draft comprehensive plans:
  - Mount Vernon
  - Posey County → unincorporated Posey County and incorporated Poseyville and Cynthiana
2. Public hearing fulfills two purposes:
  - Meets State statutory requirements for adoption of a new comprehensive plan
  - Fulfills Indiana Office of Community and Rural Affairs grant requirements for the separate grants funding each plan
3. New Mount Vernon Plan replaces last plan in 1963
  - Incorporates Riverfront Revitalization Plan of 2007
  - Incorporates Downtown Redevelopment Plan of 2006
  - Reflects Western Bypass Feasibility Study of 1998
4. New Posey County Plan replaces last plan in 1975 with updates in 1978, 1980, 1984 and 1998
  - Reflects 2008 New Harmony Comprehensive Plan fringe area recommendations
5. Two plan documents due to two separate planning grants
  - Two plans are integrated → recommendations for fringe area of Mount Vernon identical in both plans

### B. Planning Process

1. Four meetings with Mount Vernon and Posey County Steering Committees over past 7 months
  - Identify issues and leaders to be interviewed, and prepare survey (5/07 & 13/2008)
  - Develop future vision (7/15/2008)
  - Develop future alternatives (9/20/2008)
  - Develop recommendations (10/15/2008)
2. Steering Committees met jointly to address common issues
3. Separate community surveys for Mount Vernon and Posey County to identify issues
4. Separate community leader interviews for Mount Vernon and Posey County to identify issues
5. Two rounds of public information meetings for Mount Vernon and Posey County
  - Review background information and the future vision (7/30 & 31/2008)
  - Review future land use/transportation alternatives (9/17 & 18/2008)

### C. Comprehensive Plan Benefits

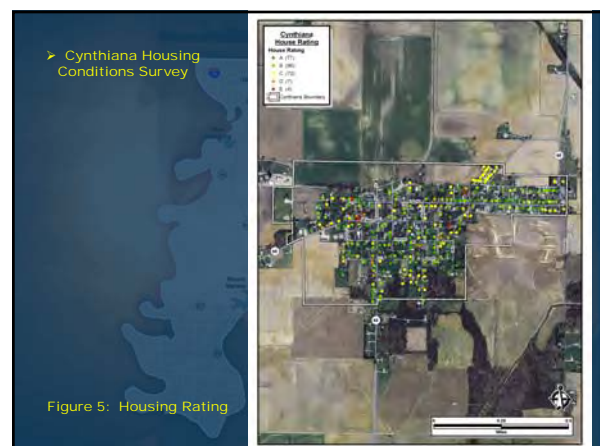
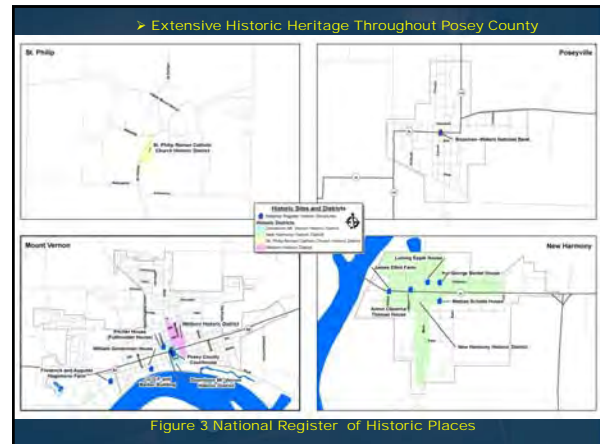
1. Achieves community self-determination
2. Protects property investments
3. Preserves property tax base
4. Helps keep tax rates down
5. Promotes attractive and healthy living environments
6. Guides future community development
7. Helps use tax dollars in the most cost-efficient manner for the maintenance of existing and construction of new public infrastructure
8. Provides a fair and equitable development process with a view towards efficient and cost-effective delivery of public services
9. Facilitates grants to address community needs

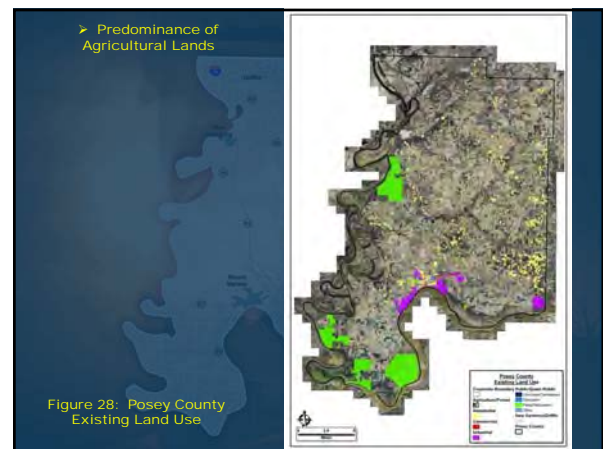
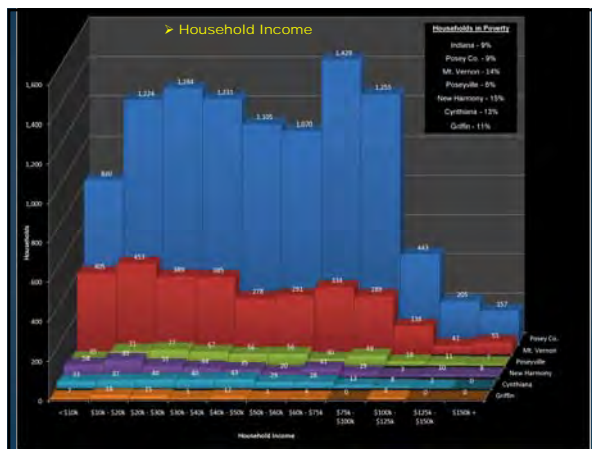
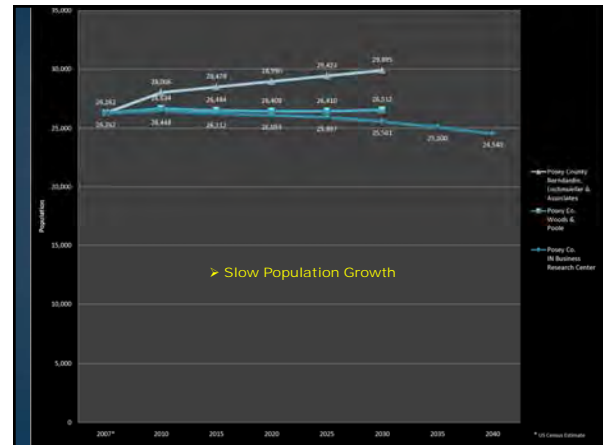
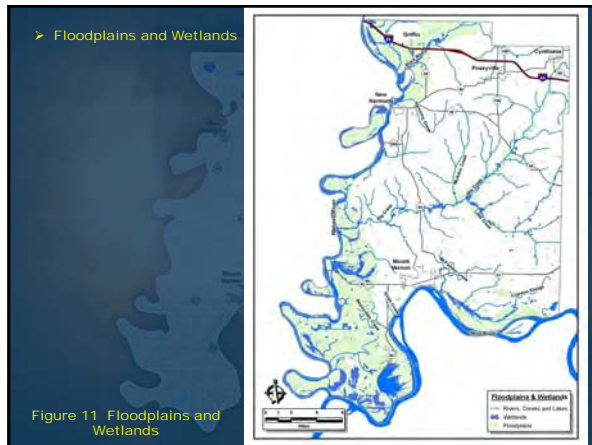
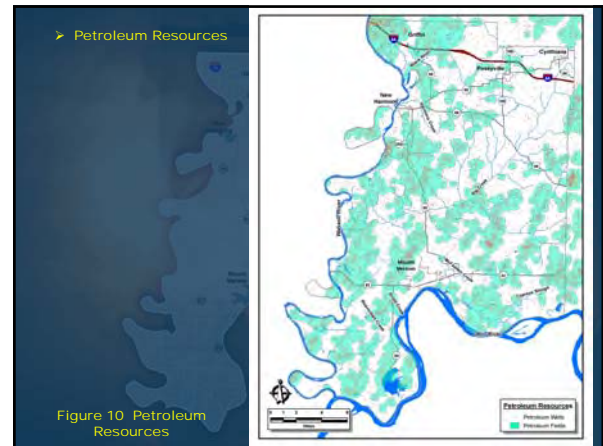
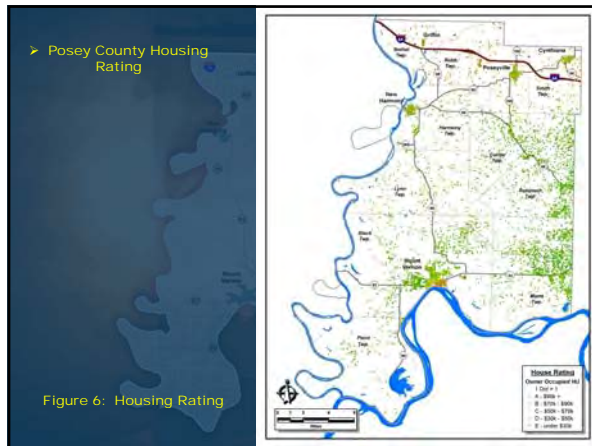
### D. Comprehensive Plan Contents

1. State Statutes provide a general framework → The specific contents are unique to community.
2. Establishes guidelines (not law) for future development.
3. Provides guidelines for the development of roads, sewers, waterlines, drainage, parks and other community facilities.
4. Provides guidelines for the protection of historic and natural resources.
5. Based on conditions in the future → Year 2030.
6. Geographically Coordinated Mount Vernon and Posey County Plans
  - Mount Vernon Plan covers the incorporated area and a two-mile fringe where the city has and is extending public infrastructure.
  - Posey County Plan covers the incorporated areas of Poseyville and Cynthiana and unincorporated Posey County including the two-mile fringe of Mount Vernon
  - Excludes New Harmony which has its own Comprehensive Plan and Plan Commission
  - Excludes Griffin which does not participate in planning
7. Provides guidance for application of land use controls → zoning and subdivision control regulations
8. May be amended any time, but should be reviewed every five years and updated every ten years.

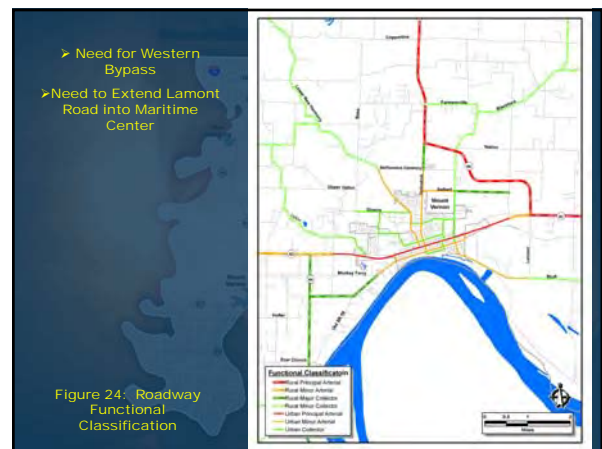
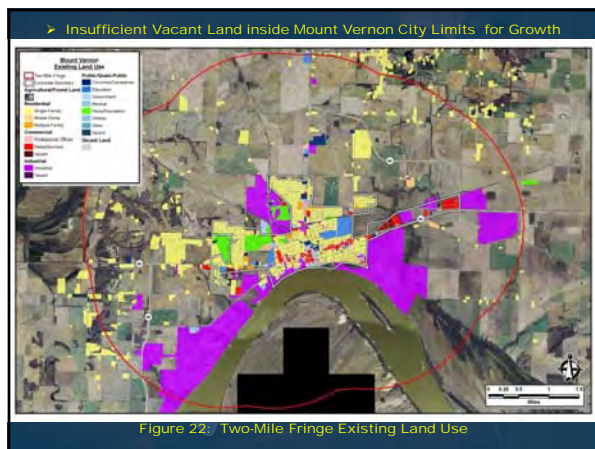
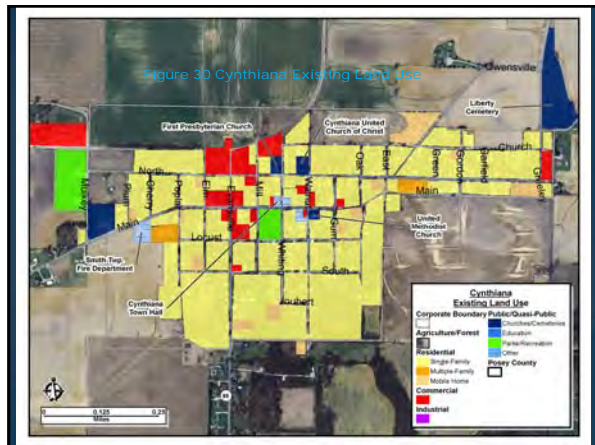
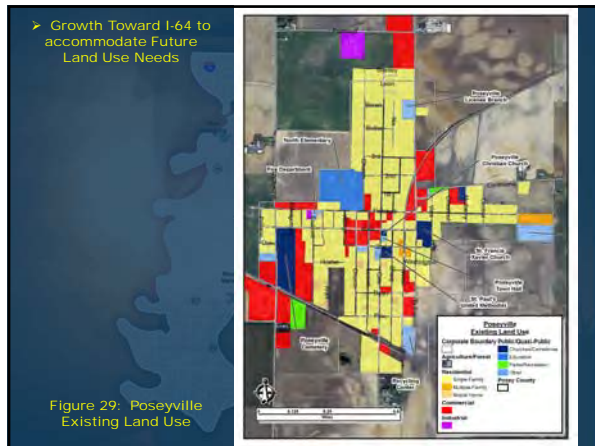
## E. Community Profile

1. Community setting → historic, natural environment, & socio-economic characteristics
2. Assessment of existing conditions → land use, transportation, utilities, and community facilities
3. Community issues identification → plan steering committee, community survey and community leader interviews











➤ Posey County's Schools and Exceptional Recreation Areas

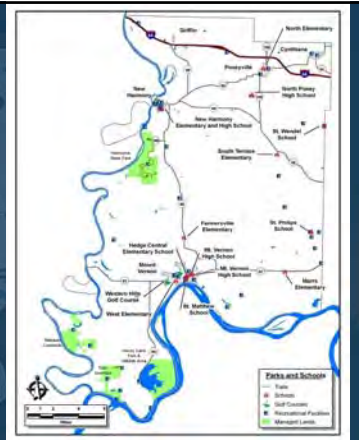


Figure 36: Parks, Recreation Areas and Schools

➤ Mount Vernon's Parks and Schools

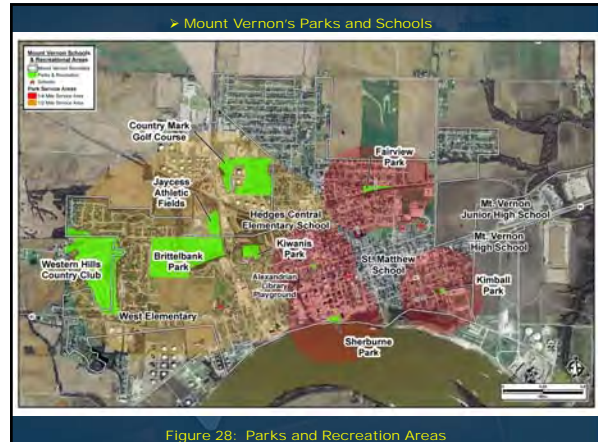


Figure 28: Parks and Recreation Areas

## Top Ten Community Issues

### Mount Vernon

1. Encourage and increase retail and personal services
2. Expand city water filtration and distribution system
3. Improve sidewalks
4. Better address vacant buildings
5. Promote economic development
6. Encourage new quality industry
7. Upgrade and expand sewer system
8. Improve stormwater drainage
9. Address heavy truck flow
10. Increase downtown events

### Posey County

1. Encourage new quality industry
2. Promote rivers and highways as asset to draw new development
3. Promote economic development
4. Incentives to attract industries
5. Incentives to grow existing businesses
6. Better promote tourism
7. Improve existing roads and bridges
8. Build on existing attractions
9. Need more destination points to attract tourism
10. Encourage growth in northern Posey County, Poseyville and Cynthiana

## F. Future Vision

(based on Community Issues, Steering Committee input and public open houses)

### 1. Vision Statement

### 2. Land Use Development Policy Statement

### 3. Community Infrastructure Policy Statement

### 4. Goals and Objectives for Future Development

- Economic development, **tourism**, housing, business, environment, transportation, utilities, recreation, **community**

### 5. Guidelines → land use, infrastructure, environment and government

- Used in conjunction with future land use map to determine land use change consistency with comprehensive plan
- Basis for determining consistency with comprehensive plan when inconsistent with future land use map

## G. Recommendations

1. Future Land Use Development Plan
2. Transportation/Thoroughfare Plan
3. Utilities Plan
4. Community Facilities and Services Plan
5. Open Space and Recreation Plan
6. Environment Plan
7. Implementation Program

## FUTURE LAND USE DEVELOPMENT

### ➤ Accepts existing urban land uses and zoning in Mount Vernon

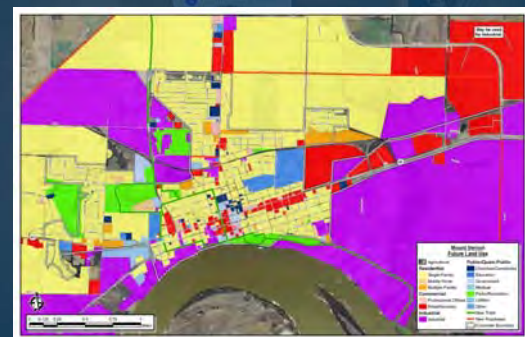


Figure 35 Mount Vernon Future Land Use

- Addresses possible development along bypass

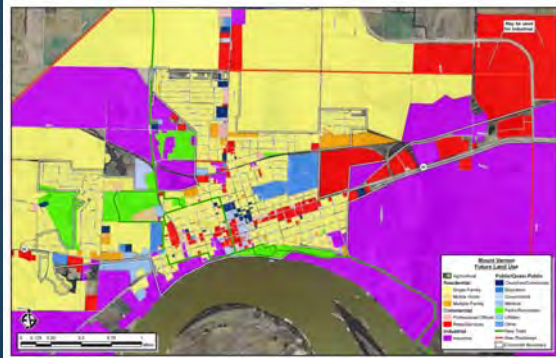


Figure 36 Mount Vernon Two-Mile Fringe Future Land Use

- Poseyville shows industrial and commercial growth in I-64 Interchange area
- Residential growth northwest of North Elementary School



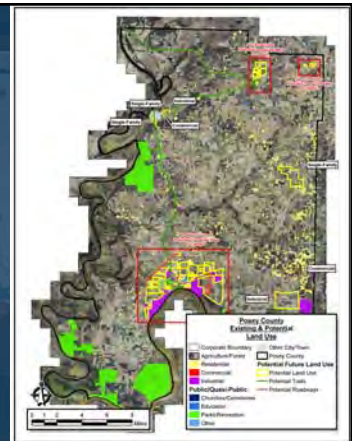
Figures 32 & 35 Poseyville Future Land Use

- Cynthiana shows single family growth on community edges



Figures 33 & 36 Cynthiana Future Land Use

- Posey County future land use plan reflects New Harmony Comprehensive Plan fringe area growth recommendations
- Shows industrial growth near A.B. Brown Power Plant/West Franklin
- Shows residential growth along SR 66 southeast of Blairsville



Figures 31 & 34 Posey County Future Land Use

## G. Recommendations (continued)

### 2. Transportation/Thoroughfare Plan →

- Completion of Western SR 69 Bypass
- Extension/Reconstruction of Lamont Road from SR 62 to Bluff Road to improve Maritime Center access
- Reconstruction and extension of Seibert Road from Industrial Drive to the SR 69 Bypass
- Reconstruct Grant Street from Lower New Harmony Road to Main Street in Mount Vernon
- Bend of the Ohio River Trail from Brittlebank Park to West Elementary School and along the north bank of the Ohio River through new downtown riverfront park and eastward
- Trail linking Mount Vernon, Harmonie State Park and New Harmony
- Safe-Routes-to-School pedestrian/bicycle access → 8<sup>th</sup> Street to West Elementary School in Mount Vernon

### 3. Utilities Plan →

- Elimination of Mount Vernon sanitary sewer overflow problems
- Completion of Mount Vernon water treatment plant expansion
- Continued expansion of incorporated area sewer and water lines to provide shovel ready development sites
- Tap into Evansville sanitary sewer and water providers in eastern Posey County
- Explore sewage treatment options for large concentrations of on-site septic systems in unincorporated areas
- Work toward county-wide water and sewer system in future

## G. Recommendations (continued)

### 4. Community Facilities and Services Plan

- Explore options for new City Hall, Police Department and Fire Department buildings in Mount Vernon

### 5. Open Space and Recreation Plan

- Consider a new neighborhood park on the north side of Mount Vernon
- Adds more recreation facilities in the Riverwood area south of under-sized Kimball Park in Mount Vernon
- Unincorporated areas such as Wadesville would benefit from adding parkland
- New subdivisions and planned unit developments should include parkland or open space for those residents

### 6. Environment Plan

- Protect historic structures
- Protect the 100-year floodplain from inappropriate development

### 7. Economic Development → develop a Mount Vernon and Posey County Program

## G. Recommendations (continued)

8. **Housing**
  - Continued removal of dilapidated structures in Mount Vernon
  - Develop targeted housing rehabilitation program for Mount Vernon
  - Posey County should do likewise
9. **Riverfront Redevelopment (Mount Vernon)**
  - Implement the adopted Riverfront Plan
10. **Downtown Revitalization (Mount Vernon)**
  - Implement the adopted Downtown Redevelopment Plan
11. **Land Use Controls**
  - Amend the Mount Vernon *General Commercial (CG)* and *Central Business District (CBD)* zoning districts to permit residential uses as a use of right without a special exception permit
  - Give future consideration to industrial rezoning along the existing and extended SR 69 Bypass to protect prime industrial areas from inappropriate development
  - Amend the Poseyville and Cynthiana *Neighborhood Commercial District (B-1)*, *Central Business District (CBD or B-2)* and *General Commercial District (CG or B-3)* zoning districts to permit residential uses
  - Consider rezoning residential uses on the edge of existing commercial areas to residential or office in the heart of Poseyville and Cynthiana
  - Consider rezoning the industrial area north of the abandoned railroad and Church Street to agriculture in Cynthiana

## H. Next Step

1. After reviewing oral and written testimony, the Area Plan Commission will recommend action on the Comprehensive Plans to:
  - Mount Vernon Common Council (11/24/2008)
  - Posey County Board of Commissioners (11/18/2008)
  - Poseyville Town Council
  - Cynthiana Town Council
2. Action by the local legislative bodies through a resolution (not law)

Thank You!



**BERNARDIN-LOCHMILLER & ASSOCIATES, INC.**



## **Acknowledgements**

### **City of Mount Vernon Common Council**

John Tucker, Mayor	Becky Higgins, Member
Rita Askren, Member	Nancy Hoehn, Member
Bill Curtis, Member	Cristi Wolfe, Clerk-Treasurer
Steve Fuelling, Member	Beth McFadin Higgins, City Attorney

### **Posey County Area Plan Commission**

Mark Seib, President	Jon R. Neufelder, Member
Larry Williams, Vice President	Dallas Robinson, Member
Jim Alsop, Member	Barry Tanner, Member
Ron Fallowfield, Member	Mindy Bourne, Executive Director/Secretary
Nancy Hoehn, Member	Beth Ann Folz, APC Attorney
Steve Morlock, Member	

### **Comprehensive Plan Steering Committee**

Bob Boerner	Merissa Priddis	Judy Winiger
Mindy Bourne	Greg Oeth	Jason Zieren
Steve Fuelling	Barry Tanner	
Beth McFadin Higgins	John Tucker	

### **Economic Development Coalition of Southwest Indiana**

Greg Wathen, Executive Director     Debra L. Bennett-Stearsman, Community Development Director

### **Bernardin•Lochmueller & Associates, Inc.**

David Ripple, Project Manager	Matt Schriefer, Planner	Valerie Romano, Planner
-------------------------------	-------------------------	-------------------------

The plan was funded by a Planning Grant from the Indiana Office of Community and Rural Affairs (which provided federal funds made available through the Community Development Block Grant Program allocated by the U.S Department of Housing and Urban Development) and by local matching funds provided by the City of Mount Vernon, Indiana.



**TABLE OF CONTENTS****Table of Contents****Chapter 1: Introduction**

A. FOUNDATION.....	1
1. Purpose.....	1
2. Organization.....	1
3. Planning Process .....	4
4. Planning Period.....	4
5. Planning Area.....	4
B. USE.....	4
1. Review of Land Use Change Proposals .....	6
a. Consistency with Future Land Use Map (Test 1) .....	6
b. Consistency with Development Review Guidelines (Test 2) .....	6
c. Exceptions to General Consistency Tests .....	6
2. Foundation for Land Use Controls .....	6
3. Basis for Capital Improvement Programs .....	7
4. Other Uses.....	7

**Chapter 2: Community Setting**

A. HISTORIC.....	9
1. History of Community.....	9
2. Historic Structures.....	9
B. Existing Housing Inventory.....	10
C. NATURAL ENVIRONMENT .....	13
1. Topography and Geology .....	13
a. Topography .....	13
b. Soil Types .....	13
c. Agricultural Features .....	14
2. Drainage, Wetlands and Floodplains .....	14
a. Drainage .....	14
b. Wetlands .....	14
c. Floodplains.....	14
3. Mineral Resources .....	18
D. SOCIAL CHARACTERISTICS.....	18
1. Population Characteristics .....	19
a. Existing Population .....	19
b. Projected Population.....	20
2. Demographic Characteristics.....	21
a. Male/Female Population .....	21
b. Age.....	22
c. Education .....	22
d. Ethnicity .....	23
3. Income Characteristics .....	23
4. Housing Characteristics .....	24
a. Existing Housing .....	24
b. New Housing Permits .....	24
c. Projected Housing Units.....	25
d. Housing Affordability .....	25



E. ECONOMIC CHARACTERISTICS .....	26
1. Workforce Characteristics .....	27
a. Existing Workforce .....	27
b. Projected Workforce .....	28
2. Employers/Jobs .....	28
a. Existing Jobs .....	28
b. Projected Jobs .....	30
3. Commuting.....	30

### Chapter 3: Assessment of Existing Conditions

A. LAND USE .....	33
1. Existing Land Use .....	33
a. Residential .....	33
b. Commercial .....	33
c. Industrial.....	34
d. Public/Quasi-Public.....	37
e. Agricultural/Forest Land .....	38
f. Vacant Land .....	38
2. Existing Land Use Controls.....	38
3. Projected Land Use .....	39
a. Residential .....	39
b. Commercial .....	40
c. Industrial.....	40
d. Public/Quasi-Public.....	40
e. Conclusion .....	43
B. TRANSPORTATION.....	43
1. Introduction .....	43
2. Highway Functional Classification .....	43
a. Major Arterials .....	44
b. Minor Arterials .....	44
c. Collector Streets.....	44
d. Local Streets .....	44
3. Thoroughfare Network .....	45
a. Posey County.....	45
b. Mount Vernon.....	45
c. Maintenance Responsibility .....	45
4. Physical Characteristics.....	46
a. Roadways .....	46
b. Bikeways/Walkways.....	46
5. Traffic Volumes .....	46
6. Roadway Improvements .....	49
a. Improvement Types .....	49
b. Planned Roadway Improvements .....	49
C. UTILITIES .....	50
1. Introduction .....	50
2. Water Treatment and Distribution System .....	50
a. Water Treatment and Existing Capacity.....	50
b. Distribution System .....	50
c. Water Storage .....	50
d. Water System Improvements.....	50
e. Future Water Needs.....	50



3. Liquid Waste Treatment and Collection .....	50
a. Sewage Treatment Plant and Capacity.....	50
b. Sewage Collection System .....	51
c. Sanitary System Improvements .....	52
4. Storm Water Drainage .....	52
5. Other Utilities .....	52
6. Solid Waste Disposal .....	52
D. COMMUNITY FACILITIES.....	52
1. Introduction .....	52
2. Recreation Facilities.....	52
a. Existing Facilities .....	52
b. Park Land Standards .....	55
c. Recreation Facility Standards .....	56
d. Park Land Adequacy.....	56
e. Park Location Adequacy .....	61
f. Park Facility Adequacy.....	61
3. Educational Facilities .....	61
4. Governmental Facilities .....	62
5. Medical Facilities.....	62

#### Chapter 4: Community Issues

A. COMPREHENSIVE PLAN COMMITTEE MEETING .....	65
B. COMMUNITY SURVEY .....	66
C. COMMUNITY LEADER INTERVIEW .....	66
1. Current Assets to Growth and Development.....	66
2. Current Obstacles to Growth and Development .....	66
3. Desires for Future Growth.....	68

#### Chapter 5: Future Vision

A. INTRODUCTION.....	69
1. Future Vision .....	69
2. Development of the Vision .....	69
B. POLICIES AND OBJECTIVES STATEMENTS .....	69
1. Vision Statement.....	70
2. Land Use Development Policy.....	70
3. Community Infrastructure Policy .....	70
4. Goals and Objectives for Future Development .....	70
C. GUIDELINES .....	75
1. Land Use Development .....	75
a. Residential Uses .....	75
b. Office Uses .....	76
c. Commercial Uses.....	77
d. Industrial Uses .....	77
e. Public/Quasi-Public Uses.....	78
2. Development Infrastructure .....	78
a. Transportation .....	78
b. Sewage Treatment and Collection System.....	79
c. Potable Water Treatment and Distribution System .....	80
d. Stormwater Drainage .....	80

3. Environmental .....	80
4. Government .....	81

## **Chapter 6: Recommendations**

A. LAND USE DEVELOPMENT PLAN.....	83
1. Agricultural/Forest Land .....	83
2. Residential .....	84
3. Commercial .....	91
4. Industrial .....	91
5. Public/Quasi Public .....	92
B. TRANSPORTATION/THOROUGHFARE PLAN.....	92
1. Definition of Thoroughfare Plan .....	92
2. Purpose of the Thoroughfare Plan .....	93
3. Preservation of Right-Of-Way .....	93
a. Functional Classification .....	93
b. Thoroughfare Network .....	94
c. Right-Of-Way Requirements .....	95
4. Thoroughfare Typical Cross-Sections .....	95
5. Access Management.....	96
6. Thoroughfare Improvements.....	100
a. Improvement Types .....	100
b. Roadway Improvements .....	100
c. Other Improvements .....	101
C. UTILITIES PLAN.....	102
D. COMMUNITY FACILITIES AND SERVICES PLAN.....	102
E. OPEN SPACE AND RECREATION PLAN.....	102
F. ENVIRONMENT PLAN.....	103
1. Environmental Features.....	103
a. Topography .....	103
b. Soil Types .....	103
c. Agricultural Features .....	103
d. Drainage .....	103
e. Wetlands.....	104
f. Floodplains.....	104
2. Historic Structures.....	105
3. Policies for Protection .....	106
G. IMPLEMENTATION PROGRAM.....	106
1. Comprehensive Plan Implementation .....	106
2. Land Use Development Plan .....	107
3. Transportation/Thoroughfare Plan .....	107
4. Utilities Plan .....	108
5. Community Facilities and Services Plan.....	109
6. Open Space and Recreation Plan .....	109
7. Environment Plan.....	109
8. Economic Development.....	110
9. Housing.....	111
10. Riverfront Redevelopment .....	111
11. Downtown Revitalization .....	112
12. Land Use Controls .....	113
13. Financial Assistance Programs.....	113
H. CONCLUSION.....	114

## Appendices

Appendix A: Socioeconomic Tables.....	A-1
Appendix B: Comprehensive Plan Survey.....	B-1
Appendix C: Survey Comments .....	C-1
Appendix D: Sign-In Sheets .....	D-1
Appendix E: Public Hearing and Written Comments .....	E-1

## List of Figures

Figure 1: City of Mount Vernon Location Map .....	2
Figure 2: Points of Interest .....	3
Figure 3: Jurisdictional Boundary .....	5
Figure 4: Historic Sites and Districts.....	11
Figure 5: House Rating.....	12
Figure 6: Soil Types.....	15
Figure 7: Prime Farmland.....	16
Figure 8: Floodplains and Wetlands .....	17
Figure 9: Population Trends .....	19
Figure 10: Population Forecasts.....	20
Figure 11: Population by Age and Gender.....	21
Figure 12: Educational Attainment.....	22
Figure 13: Household Income .....	23
Figure 14: Housing Value .....	25
Figure 15: Age of Housing.....	26
Figure 16: Labor Force.....	27
Figure 17: Employment by Major Sector for Posey County.....	28
Figure 18: Employment by Major Sector for Mount Vernon.....	29
Figure 19: Commuting Time .....	31
Figure 20: Commuters to and from of Posey County .....	32
Figure 21: Mount Vernon Existing Land Use .....	35
Figure 22: Two-Mile Fringe Existing Land Use.....	36
Figure 23: Mount Vernon Zoning Map.....	41
Figure 24: Functional Classification.....	47
Figure 25: Annual Average Daily Traffic Volumes.....	48
Figure 26: Sanitary Sewer System .....	53
Figure 27: Stormwater Sewer System.....	54
Figure 28: Parks and Recreational Areas.....	57
Figure 29: Riverfront Park Concept Plan.....	58
Figure 30: Riverfront Park Plan .....	59
Figure 31: Mount Vernon Existing Land Use .....	85
Figure 32: Two-Mile Fringe Existing Land Use.....	86
Figure 33: Mount Vernon Land Use Alternatives.....	87
Figure 34: Two-Mile Fringe Land Use Alternatives.....	88
Figure 35: Mount Vernon Land Use Alternatives.....	89
Figure 36: Two-Mile Fringe Land Use Alternatives.....	90
Figure 37: Mount Vernon Urban Typical Cross Sections.....	97
Figure 38: Mount Vernon Urban Typical Cross Sections.....	98
Figure 39: INDOT Design Standards for Rural Typical Cross Sections .....	99

## List of Tables

Table 1: Mount Vernon Existing Land Use.....	34
Table 2: Mount Vernon Existing Land Use and Future Demand .....	39
Table 3: Recreation Facility Standards.....	63
Table 4: Community Survey Results.....	67
Table A-1: Mt. Vernon Historic Structures.....	A-2
Table A-2: Population Trends.....	A-5
Table A-3: Population Forecasts.....	A-6
Table A-4: Demographic Characteristics .....	A-7
Table A-5: Family Income .....	A-8
Table A-6: Housing Characteristics.....	A-9
Table A-7: Housing Forecasts.....	A-10
Table A-8: Labor Force .....	A-11
Table A-9: Employment.....	A-12
Table A-10: Commuters .....	A-13
Table A-11: Travel Time .....	A-14

## CHAPTER 1: INTRODUCTION

### A. FOUNDATION

Mount Vernon is located in southwestern Indiana along the Ohio River. State Road 62 and State Road 69 travel through the city. It is in southern Posey County, 20 miles west of Evansville and eight miles east of the Illinois border and Wabash River as shown in Figure 1.

Mount Vernon is the largest of the five incorporated communities in Posey County and had a population of 7,186 persons in 2006 according to U.S. Census estimates. The city's population is more than six times greater than the population of Poseyville, the county's second largest community. State Road 69 gives the city access to Interstate 64 (twenty miles to the north) and SR 62 provides access to Evansville (twenty miles east). Figure 2 shows major points of interest in Mount Vernon including parks and recreational areas, schools, churches and cemeteries (more detailed maps identifying these points of interest are found in Chapter 3).

#### 1. PURPOSE

The Mount Vernon Comprehensive Plan directs the future physical development of the community by serving as the key policy guide for public and private decision makers. It addresses the use of land to accommodate future activities, the phasing of infrastructure (roads and utilities) to support development, the provision of community facilities to meet the needs of residents, and the preservation of natural and man-made amenities to protect the heritage of the community. Ultimately, the Comprehensive Plan reflects the values of the community in balancing the competition for land to sustain the economic vitality and the quality of life of the community. It is the collective vision for the future of Mount Vernon.

According to the Indiana Code (IC 36-7-4-501), the purpose of the Comprehensive Plan is to provide for "the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development." Finally, it is required for the adoption of a variety of land use controls (zoning, subdivision, planned unit development, site plan review and thoroughfare regulations) for achieving the community's future vision, and provides a long-range framework for developing capital improvement programs.

Mount Vernon adopted the current zoning ordinance in June of 1992. The current Subdivision Control Ordinance for Mount Vernon was adopted in September of 1986. The previous Comprehensive Plan was adopted in December of 1963. In addition to these documents, two other plans have been developed for Mount Vernon. The Mount Vernon Downtown Redevelopment Plan was completed in 2006. The Bend on the Ohio Riverfront Plan was created in March of 2007.

The previous Comprehensive Plan for Posey County was adopted by the Area Plan Commission in August of 1975. Updates were completed in 1978, 1980 and 1984. The last update was adopted in September of 1998. Posey County has both a Zoning Ordinance, which was adopted in March of 1993, and a Subdivision Control Ordinance adopted in November of 1986. Cynthiana and Poseyville, which are both part of the Posey County Area Plan Commission, also have zoning ordinances. The Cynthiana Zoning Ordinance was adopted in July of 1992 and the Poseyville Zoning Ordinance was adopted in March of 1977.

#### 2. ORGANIZATION

The Comprehensive Plan is being prepared by Bernardin, Lochmueller and Associates, Inc. under contract to the city of Mount Vernon. It will be reviewed and adopted by the Posey County Area Plan Commission and Mount Vernon City Council after several public forums and a formal public hearing.

Figure 1: City of Mount Vernon Location Map

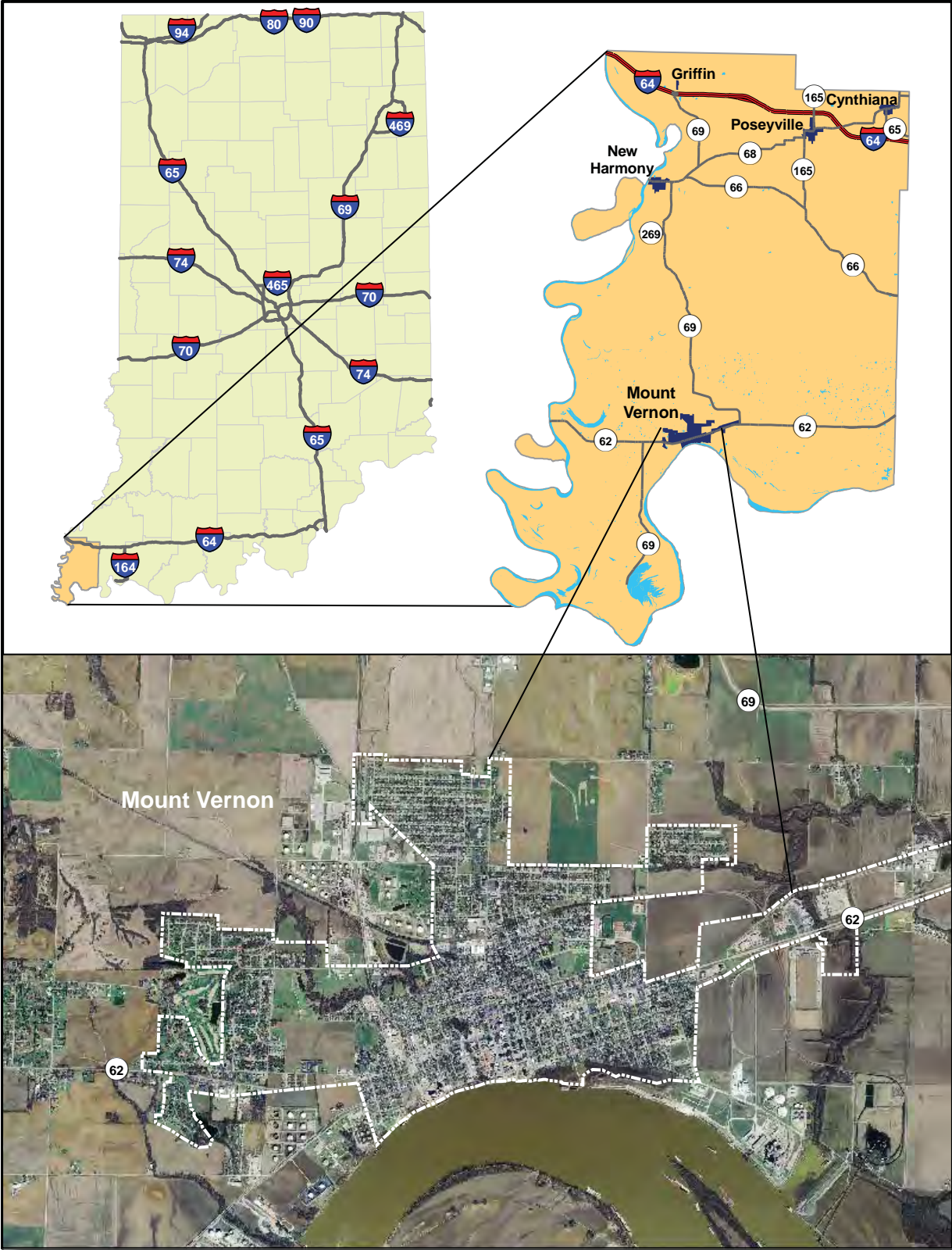
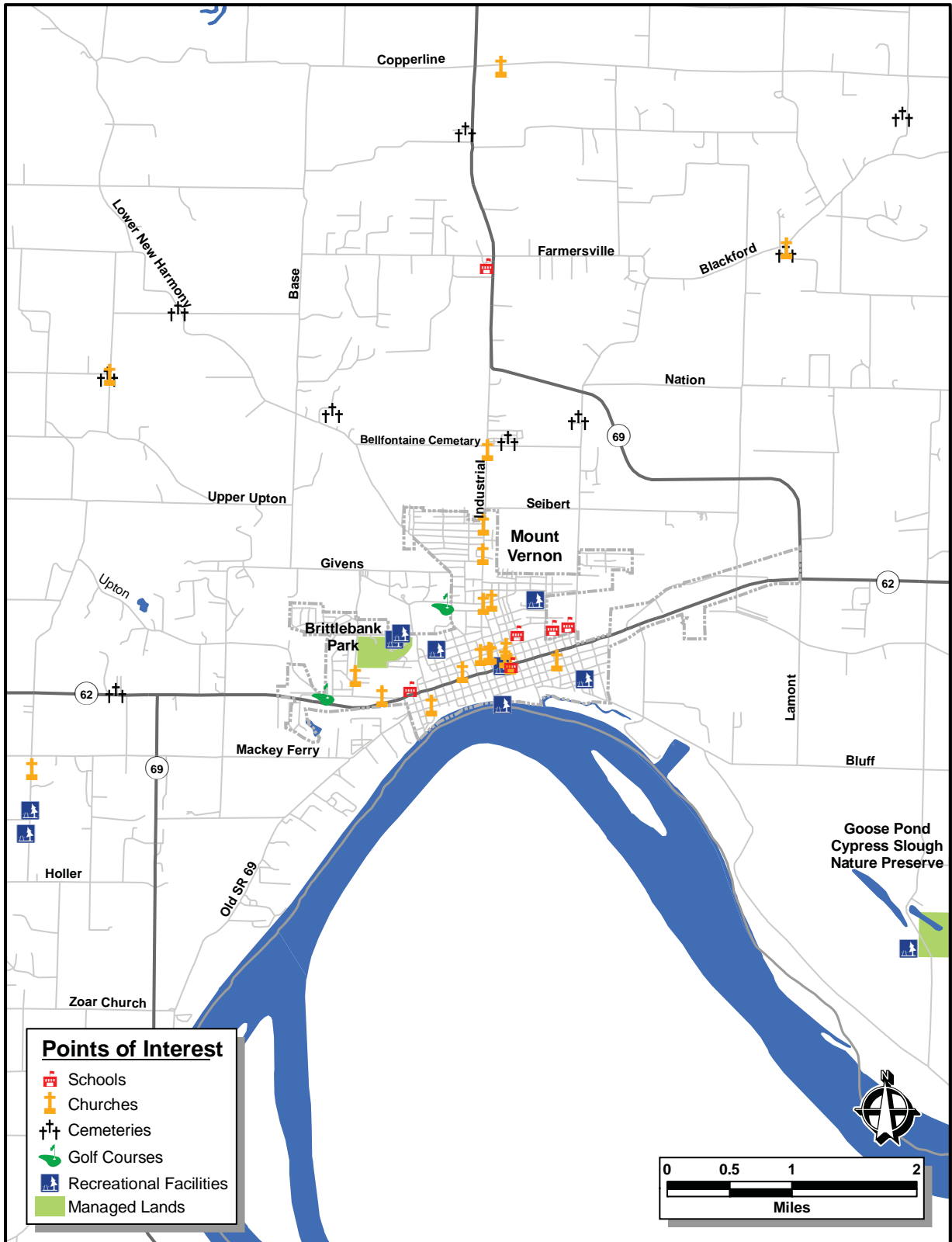




Figure 2: Points of Interest



### 3. PLANNING PROCESS

The new Comprehensive Plan will be prepared through an interactive process with community leaders and citizens over an eight-month period. The process involves four major steps:

1. developing a profile of where the community has been and where it may be going if existing trends and development policies continue,
2. preparing a vision of where the community desires to be in the future,
3. evaluating alternative future development patterns and supporting infrastructure to achieve the future vision, and
4. documenting the desired land use pattern and associated infrastructure.

The Comprehensive Plan Steering Committee will be meeting bi-monthly to develop the new Comprehensive Plan. Broader community input will be achieved through interviews with community leaders, a public opinion survey, two public forums at major project milestones and a formal public hearing.

### 4. PLANNING PERIOD

The new Comprehensive Plan will use the year 2030 as the horizon year for development of the community. Thus, population and economic forecasts have been prepared for the year 2030 to guide the determination of future land use needs. The desired future land use pattern addresses the preferred location for satisfying these land use needs. Because conditions and development assumptions change over time, forecasts for the immediate future are always more accurate than the distant future. Accordingly, it is desirable to review the underlying assumptions and to make mid-course adjustments as needed to achieve the future as envisioned by the Comprehensive Plan through a review every five years and an update every ten years.

### 5. PLANNING AREA

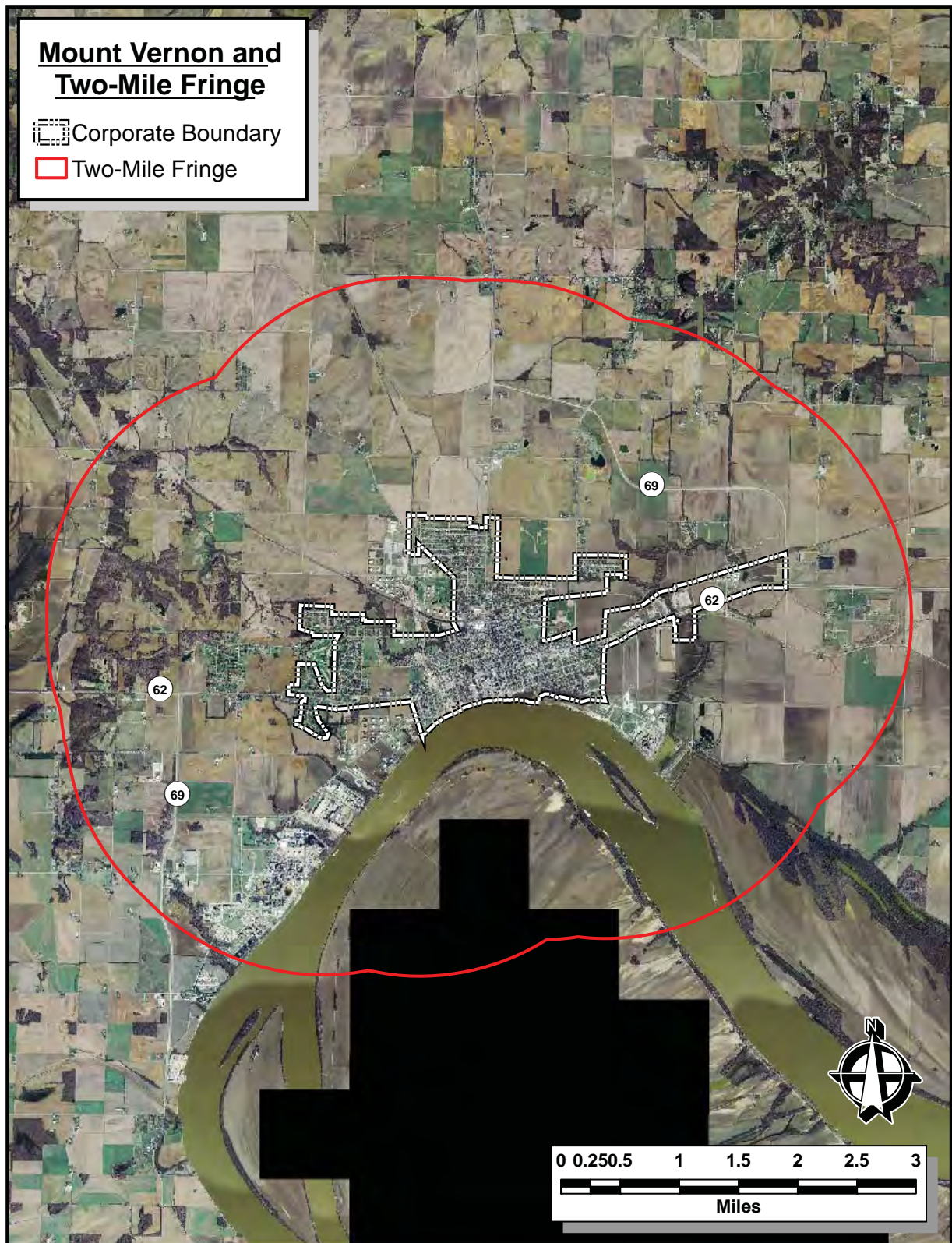
The Mount Vernon Comprehensive Plan encompasses the incorporated area of Mount Vernon and the extraterritorial (two-mile fringe) area beyond the city's boundary. See Jurisdictional Boundary in Figure 3 for a location of Mount Vernon's extraterritorial area. Because Mt. Vernon is a member of the Posey County Area Plan Commission and did not retain extraterritorial land use planning and land use controls authority, the portion of the comprehensive plan outside the corporate boundaries is informational only, is covered by the new Posey County Comprehensive Plan, and is subject to Posey County Board of Commissioners relative to land use control authority.

## B. USE

The Comprehensive Plan is a framework and guide for land use regulations, development actions and decisions, and public expenditures on infrastructure to support land use activities. Prior to approval of requests for changes in land use (i.e., rezoning proposals and future land use map amendments) by the Plan Commission, the proposed changes are to be considered and evaluated in relation to the Comprehensive Plan. The Comprehensive Plan also serves as a guide for subdivision regulations, zoning ordinances and capital improvement programs. Finally, the Comprehensive Plan provides guidance on a variety of public programs ranging from economic development and housing improvement to downtown revitalization, environmental protection and historic preservation.



Figure 3: Jurisdictional Boundary



### 1. REVIEW OF LAND USE CHANGE PROPOSALS

The Comprehensive Plan must be considered by the Plan Commission in recommendations on rezonings (amendments to the zoning district map) or future land use map amendments. In the case of rezoning applications, consideration should be given to the future land use map as well as applicable development review guidelines of the Comprehensive Plan. The rezoning proposal should be consistent with the future land use designation on the future land use map and should comply with applicable development review guidelines.

#### a. Consistency with Future Land Use Map (Test 1)

If the proposed land use change is of a comparable or lesser intensity land use than the future land use designation, the proposed land use change may be considered consistent with the future land use designation. For example, a land use change to offices or apartments would be generally consistent with the future land use designation for commercial use because offices and apartments are generally permitted uses in commercial zoning districts.

If the proposed land use change is of a significantly different intensity than the future land use designation, the proposal may not comply with the future land use designation. In such cases, the applicant may seek an amendment to the future land use designation using the development review guidelines to support the future land use map amendment.

#### b. Consistency with Development Review Guidelines (Test 2)

If the proposal is consistent with the future land use designation, but does not comply with all applicable development review guidelines, the rezoning applicant should identify mitigative actions to bring the development proposal into compliance with the development review guidelines. For a zoning district map amendment or future land use map amendment to be consistent with the Comprehensive Plan, it should normally be consistent with applicable development review guidelines.

#### c. Exceptions to General Consistency Tests

Lack of consistency with the future land use designation or violation of any applicable guideline will typically constitute sufficient reason to find the proposed land use change to be inconsistent with the Comprehensive Plan. However, there may be exceptions to this rule including:

1. If the proposed land use is not consistent with the future land use designation, consistency with all applicable development review guidelines may be sufficient to demonstrate consistency with the Comprehensive Plan.
2. If the proposed land use is in violation of a guideline, it may be considered consistent with the Comprehensive Plan when
  - a. The overall intent of the Comprehensive Plan is followed.
  - b. The proposal does not substantially violate the applicable guideline or the adverse impact of the proposal on the community is minimal or nonexistent.
  - c. All feasible and practical methods have been exhausted for bringing the proposal into consistency with the applicable guideline.

### 2. FOUNDATION FOR LAND USE CONTROLS

Adoption of the Comprehensive Plan is a prerequisite to the adoption of land use controls such as the Zoning Ordinance, Planned Unit Development Ordinance, Condominium Control Ordinance, Subdivision Control Ordinance and Thoroughfare Ordinance by the local legislative body. Mount Vernon has had a Comprehensive Plan for over 40 years and has both a Zoning Ordinance and Subdivision Control Ordinance.

The Zoning Ordinance identifies permitted land uses and development standards relating to the intensity of the use. Development standards encompass such features as minimum lot size, housing unit density, lot coverage, floor area to lot area ratios, yard requirements, height restrictions, off-street parking space requirements, signing limitations and landscaping requirements. Mount Vernon's current Zoning Ordinance was adopted in 1992.

The Planned Unit Development Ordinance is usually a special zoning district designation that permits the mixture of uses (which normally fall in multiple zoning district designations) and the deviation from usual development standards. Mount Vernon's existing Zoning Ordinance includes a Planned Unit Development district.

The Condominium Control Ordinance may be used to control the development of condominium type projects. It often defines the arrangement of horizontal and vertical property rights in such developments. There is no Condominium Control Ordinance for Mount Vernon.

The Subdivision Control Ordinance establishes rules under which property owners may divide tracts of land. Exceptions from the rules are often established for land trades, the division of tracts for agricultural purposes and the division of tracts where public infrastructure improvements are not needed. Subdivision regulations generally cover the design of physical improvements to land such as roads, sanitary sewers, waterlines and drainage facilities. They also ensure that the property has adequate access to a public roadway and is not subject to severe environmental constraints such as flooding, steep slopes and wet soils that might preclude development of the land. They are intended to protect the property owner from inadequate services essential to the use of the property and to protect the community from excessive maintenance costs associated with improperly constructed facilities. Mount Vernon's current Subdivision Control Ordinance was adopted in 1986.

The transportation element of the Comprehensive Plan may be adopted as the Thoroughfare Plan. The Thoroughfare Plan is crucial to the preservation of right-of-way and the designation of consistent design standards for arterials when subdivisions are created or land is developed abutting arterials. A Major Streets Plan was included in the previous Comprehensive Plan in 1963.

### 3. BASIS FOR CAPITAL IMPROVEMENT PROGRAMS

The Comprehensive Plan may also serve as the framework for local capital improvement programs. The future land use pattern must be associated with infrastructure improvements to sustain development. Thus, the Comprehensive Plan provides guidance on the long-term location and phasing of roadway, sanitary sewer, waterline and drainage improvements to support development. Annual or short-range capital improvement programs usually draw projects from the long-range capital improvement program defined by the Comprehensive Plan.

### 4. OTHER USES

The Comprehensive Plan has numerous other uses governing public and private decisions concerning physical improvements to the community. Of greatest significance, it guides private land owners. If land owners want to use their land in a new way, they need to identify the current zoning district designation of their property and determine if the new use is permitted. If the proposed use is not permitted by the current zoning designation of the property, the Comprehensive Plan will be considered in determining the appropriateness of the proposed change in zoning to permit the new use.





## CHAPTER 2: COMMUNITY SETTING

### A. HISTORIC

#### 1. HISTORY OF COMMUNITY<sup>1</sup>

Mount Vernon was originally known as McFaddin's Bluff, named for Andrew McFaddin who settled in the area around 1806. Mount Vernon was laid out by Aaron Williams along the Ohio River in southern Posey County in 1816. It was named after George Washington's home. The county seat was moved to Mount Vernon from Springfield in 1825 and the town began to grow rapidly.

Because of its location on the Ohio River, the city first grew as a shipping port. Pork, grain and produce from farms surrounding the town were shipped to areas to the south from the town's riverfront. Some historic structures revealing the river's importance can still be found along the waterfront, including the silos which are still standing.

Two major events helped in the growth of Mount Vernon. The first was a plank road connecting Mount Vernon to New Harmony. In 1851, a corporation was formed to build the road at a cost of \$2,000 per mile. A toll of three cents per mile was placed on the road. The road provided farmers easier access to both Mount Vernon and New Harmony. As a result, Mount Vernon's population doubled.

The railroad, however, was more significant to the growth of Mount Vernon. Before the railroad came to Mount Vernon in 1871, the river provided the only means to ship goods to other locations and to receive any goods. The Louisville and Nashville Railroad opened up new markets for Mount Vernon to ship and receive goods. This led to grain mills, a large foundry and a lumber mill being built in the western part of town along the railroad tracks. It also led to dry goods, hardware stores and groceries locating along Main Street and the courthouse square.

#### 2. HISTORIC STRUCTURES

The Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana have jointly conducted historic structure inventories throughout the state. This effort identifies historic districts, buildings, structures, sites and objects for inclusion in state-wide historic preservation and documents properties potentially eligible for the National Register of Historic Places or the Indiana State Register of Historic Sites and Structures. The Posey County Interim Report identifies 382 historic properties in Mount Vernon which are considered worthy of historic preservation. Some of these properties are located in the three historic districts identified for Mount Vernon. (The historic properties count is based on the February 1985 Posey County Interim Report. An update was prepared in 2004, but is not reflected in this document. Refer to the most recent report for the current historic structure inventory.)

Of the 382 historic properties and three historic districts considered for historic preservation, five properties and two districts are listed on the National Register of Historic Places. There are also three archaeological sites in the Mount Vernon area listed on the National Register. The five properties include the William Gonnerman House, Frederick and Augusta Hagemann Farm, I.O.O.F. and Barker Buildings, Pitcher House, and Posey County Courthouse Square. The two districts include the Mount Vernon Downtown Historic District and Welborn Historic District.

The Posey County Interim Report places properties into five designation categories:

1. Outstanding (O) – recommended as a potential nomination for the National Register of Historic Places.

<sup>1</sup> History information from the *Indiana Historic Sites and Structures Inventory: Posey County Interim Report* produced by the Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana.

2. Notable (N) – recommended as a potential nomination for the Indiana Register of Historic Sites and Structures (lacks national significance).
3. Contributing (C) – contributes to the density, continuity and/or uniqueness for the whole county or historic district, but the present condition does not appear to meet National or State designation criteria. These properties may be considered for a county or local historic register program.
4. Reference (R) – site in historic districts that are considered later or badly altered pre-1940 structures. These properties do not meet inventory criteria.
5. Non-Contributing (NC) – sites in historic districts that create a negative impact.

The identification of properties as historic is primarily for informational purposes and makes these properties available for federal and state programs and tax incentives for historic preservation. Unless these properties are placed on a local, State or National Register of historic properties, there are no restrictions on the use, rehabilitation, reconstruction or demolition of such properties above the zoning and building code requirements applicable to all properties in the jurisdiction. However, the National Environmental Policy Act and the National Historic Preservation Act generally protect these structures from the adverse impacts of improvement projects involving federal or state funds.

There are three historic districts located in Mount Vernon. The Mount Vernon Downtown Commercial Historic District is primarily located along Main Street and Walnut Street between Water Street and Sixth Street. The exact location of the district can be found in Figure 4. The district includes 103 properties, 68 of which are in the contributing category or higher. There are 15 outstanding sites, 9 notable sites and 44 contributing sites.

The Welborn Historic District is primarily located along Walnut Street, Mulberry Street and Locust Street between Second Street and Ninth Street. The exact location of the district can be found in Figure 4. The Welborn Historic District is the largest of the three historic districts. It includes 159 structures, 129 of which are in the contributing category or higher. The district has 11 outstanding sites, 26 notable sites and 92 contributing sites.

The College Avenue Historic District is the smallest of the three districts and only includes 18 properties. The district is located on the west side of College Avenue between Fourth Street and Eighth Street. The location is shown in Figure 4. Eleven of the properties are in the contributing category or higher. This includes four outstanding structures, two notable structures and five contributing structures.

The other 174 historic structures are scattered throughout Mount Vernon. This includes eight outstanding structures, 30 notable structures and 136 contributing structures. The location of these sites is shown in Figure 4. In addition to six houses, the eight outstanding structures include the former Mount Vernon High School at 614 Canal Street and the former Posey County Jail and Sheriff's Residence located at 311 Mill Street.

Table A-1 in Appendix A lists all of the historic sites by district. Figure 4 is organized according to the Appendix tables; each number on the map represents the Building Identification Number on the tables.

## B. EXISTING HOUSING INVENTORY

A field survey of the Mount Vernon area was completed to assist in determining existing land use and creating an inventory of existing housing in Mount Vernon. A rating system was created to rate houses based on their exterior appearance. (The field survey was conducted from the public right-of-way, therefore an interior inspection could not be made.) The rating system ranked houses from A through E as follows:

- A - Extremely well kept homes with no maintenance needs.
- B - Well kept homes with only small touch-ups or minor maintenance needs (such as paint and minor repairs to roofs, siding, gutters, windows and doors).

Figure 4: Mount Vernon Historic Sites and Districts









- C - Homes that needed several touch-ups or minor maintenance needs (such as deteriorated paint and shingles and numerous minor repairs to roof, gutters, siding, windows and doors).
- D - Homes with major maintenance needs (major repairs required to a combination of roofs, gutters, siding, windows and doors), but such repairs appear to be economically viable and the structure is still livable.
- E - Houses that had several major repair needs (the combination of major repairs or observable structural defects - components of roof, siding, windows or doors missing and appears to be economically infeasible to fix) and appear to be unlivable (burned out or boarded up structures are included in this category).

There were several key factors that helped determine the rating of each house. The condition of the roof was one of the most important factors. A house with an older roof that could use new shingles would suggest a B rating depending on the severity; if the roof also had small dips, it would more likely be rated C; if there were major dips in the roof, it would have been rated D; and if the roof had visible holes, it would have been rated E. The condition of the windows was also an important element. Houses with older windows that needed painting would receive a C rating, while houses with boarded up windows would normally receive an E rating. The condition of the yard was also considered when rating houses. Overgrown lawns, unkept flowerbeds, couches in the yard, and junk cars would bring down the rating of the house.

Figure 5 shows the rating of all homes in Mount Vernon. The map reveals the areas with the lowest quality of housing. The neighborhoods to the east and northwest of downtown Mount Vernon have high concentrations of lower quality housing. Some of the homes in these older areas of Mount Vernon have been kept up, while others have not. Homes in this area that have been maintained received an A rating, but those homes that are sitting vacant or not properly cared for received a D or E rating.

Northwest of downtown Mount Vernon are three concentrations of C rated housing. These areas are where mobile home parks are located. Most of the mobile homes in these parks are not properly maintained and therefore received C ratings. Some of these mobile homes had broken windows, missing skirts and other issues which dropped them to a D. However, a few manufactured homes in these parks were so well maintained that they were rated B or even A. The mobile home park south of Brittlebank Park had multiple manufactured homes that were rated B or better.

## C. NATURAL ENVIRONMENT

The natural setting of a community generally determines constraints to urban development and the natural resources (e.g., mineral resources, topography, forested areas) of the community are an indicator of economic development opportunities.

### 1. TOPOGRAPHY AND GEOLOGY

#### a. Topography

Mount Vernon is relatively flat. The highest point in the city is at 484 feet above sea level and is located along Tanglewood Drive on the city's west side in the subdivision north of Western Hills Country Club. The lowest point is 346 feet above sea level at several locations along the Ohio River. The average elevation for the city is 398 feet.

#### b. Soil Types

Mount Vernon has two soil types according to the United States Department of Agriculture Natural Resources Conservation Service Soil Survey Division. The Zipp-Vincennes-Evansville soil type is located in the eastern

and southern portions of the city. This soil type has slopes ranging from zero to two percent. It has slow to moderate permeability, and its drainage is well to moderately well.

The Alford-Sylvan-Iona soil type is located in the northern and western portions of the city. This soil type has slopes ranging from zero to sixty percent. It has moderately slow to moderate permeability with well to moderately well drainage. Figure 6 shows the location of these soil types and the soil types surrounding Mount Vernon.

### **c. Agricultural Features**

A large portion of the land around Mount Vernon is considered prime farmland if drained based on soil type. Most of the area is suitable for farming, but because the area is subject to flooding it is dependent on the amount of rainfall and actions taken to protect the land. There are several locations surrounding Mount Vernon that are considered prime farmland, but these are also areas with some steep slopes. (See Figure 7.)

## **2. DRAINAGE, WETLANDS AND FLOODPLAINS**

### **a. Drainage**

Mount Vernon is located directly on the Ohio River. Most of the water from the city eventually drains into the Ohio River. There are no major creeks or ditches in Mount Vernon. McFaddin Creek is immediately to the east of Mount Vernon and flows directly into the Ohio River. Indian Creek is located north of Mount Vernon. It flows into Big Creek.

Most of Posey County drains into the Wabash River. Most water is carried there by the Big Creek and its tributaries. Harmony Creek and the Black River also flow to the Wabash River. The Wabash River eventually flows into the Ohio River in southwestern Posey County. Cypress Slough, McFaddin Creek, Smith Creek and Beaverdam Creek are other creeks that flow directly into the Ohio River (see Figure 8).

### **b. Wetlands**

Wetlands are natural systems that filter water before it enters the groundwater table and help support vegetation and wildlife. Wetlands are often found within floodplains in the bottom lands near streams or drainage ditches, but can also be found in isolated areas away from rivers or streams. The definition of a wetland is based on three parameters: wetland-type (hydric) soils, wetland-type (hydric) vegetation, and the presence of water in or above the ground for a specified period of time (roughly two weeks of the growing season). The existence of a wetland may prompt federal and state restrictions on development of a site.

With the exception of a few small lakes and ponds, there are no wetlands within Mount Vernon. Southeast of Mount Vernon, there are wetlands located along the Ohio River and surrounding both McFaddin Creek and Cypress Slough. A couple of miles west of the city are a few major wetland areas surrounding the Wabash River and other creeks that feed into it. (See Figure 8.) [The wetland area designations are for planning purposes only and do not constitute the designation of such areas as jurisdictional wetlands.]

### **c. Floodplains**

There are a few floodplains located within Mount Vernon's boundaries. They are located along the Ohio River and McFaddin Creek, as well as a few additional locations throughout the city. These additional floodplains are located north of Brittlebank Park and around County Mark. (See Figure 8.)

There are several areas surrounding Mount Vernon that are in the floodplain. A small amount of floodplains surround McFaddin Creek from its start to the Ohio River. Southeast of Mount Vernon is a large area of

Figure 6: Soil Types

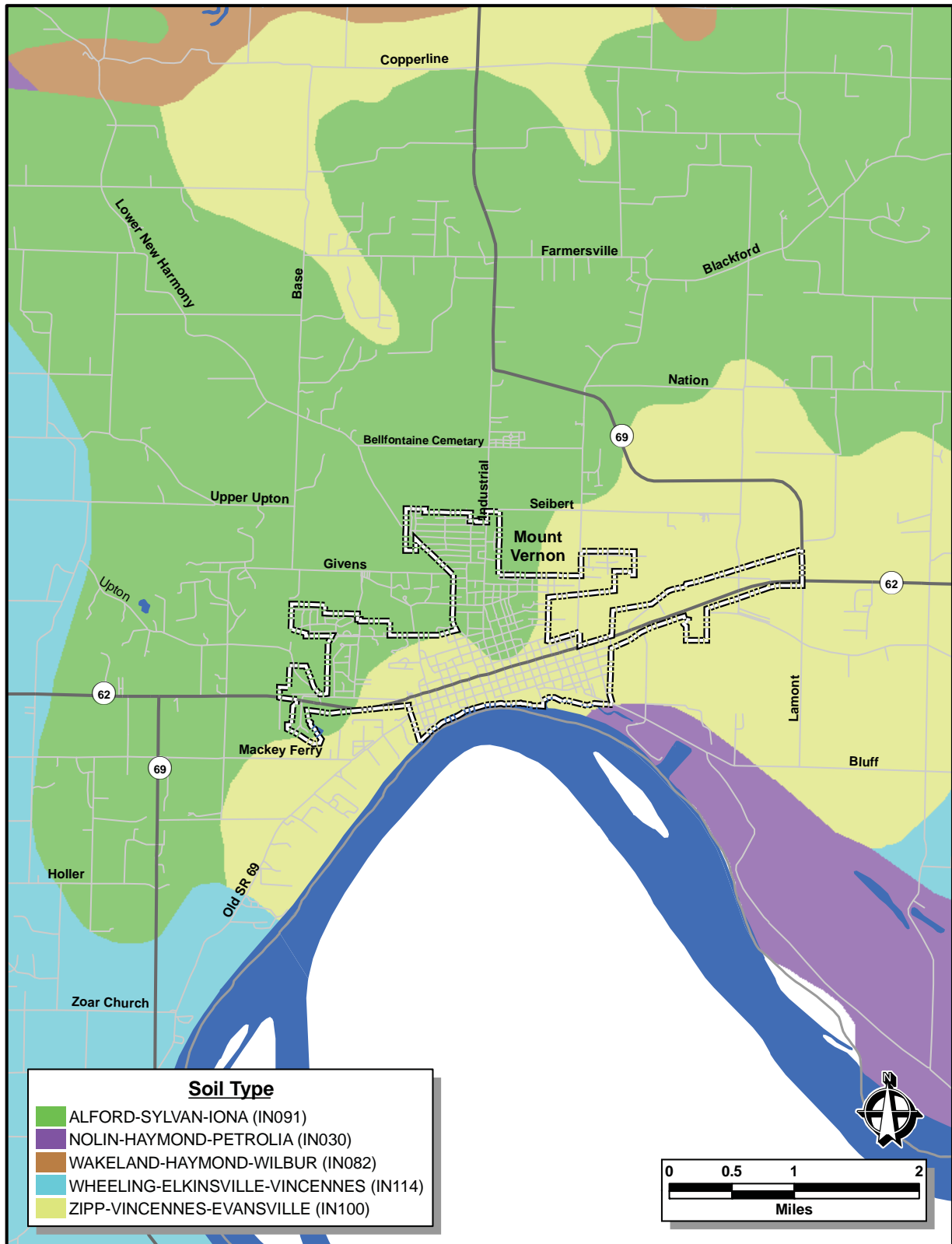


Figure 7: Prime Farmland

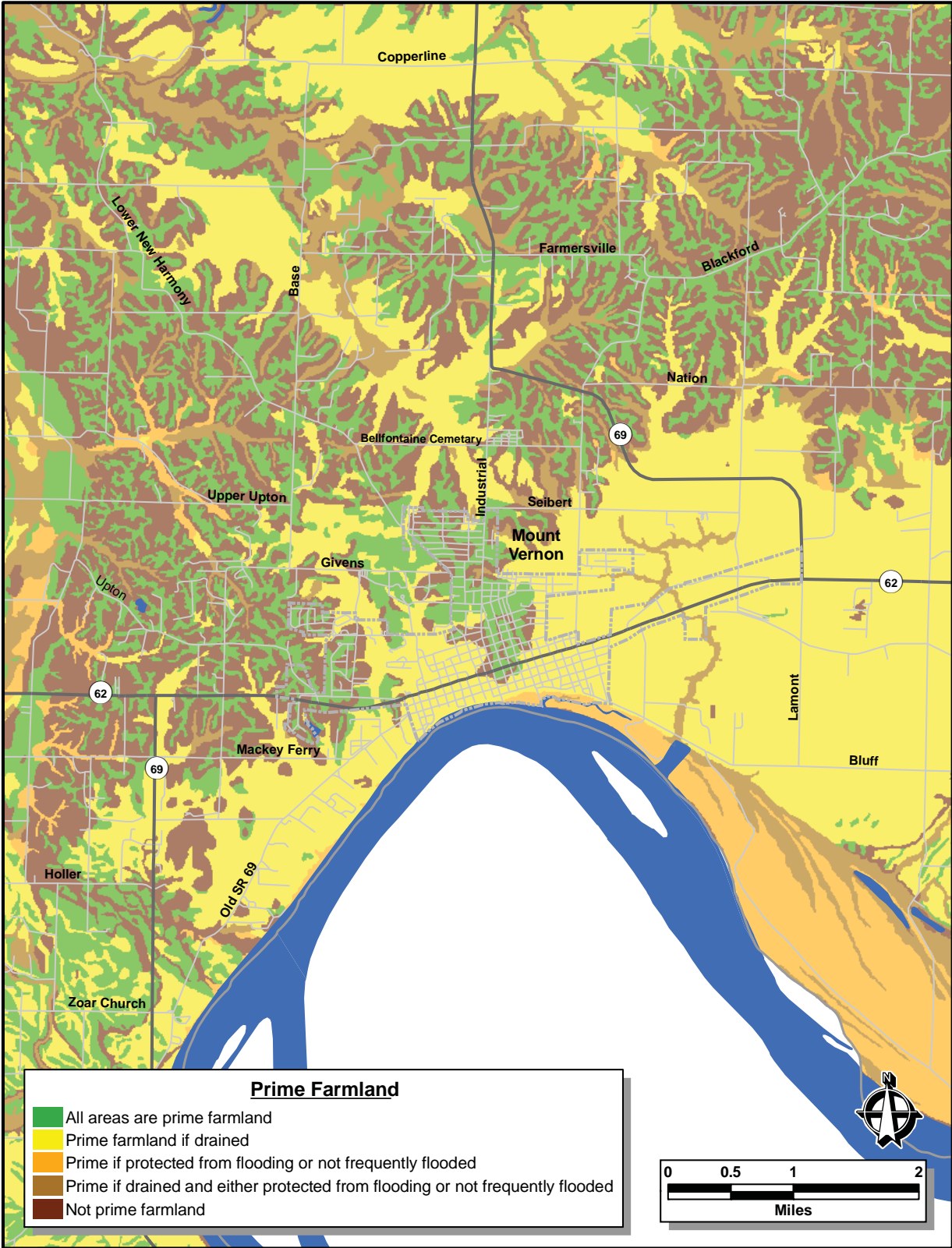
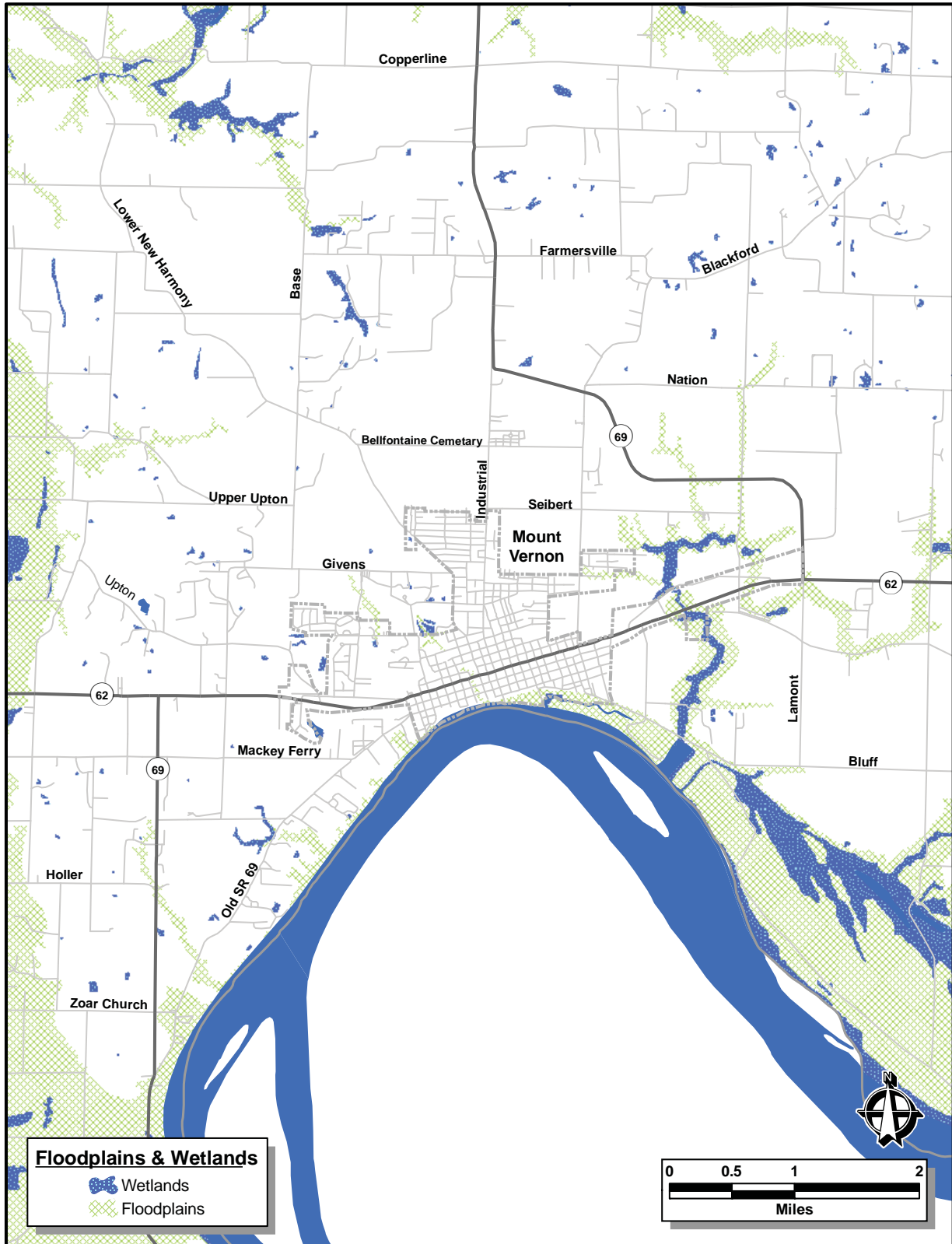


Figure 8: Floodplains and Wetlands





floodplains around the Ohio River. Approximately two miles west of Mount Vernon to the Wabash River is all located in the floodplain (see Figure 8). This is a very low lying area when compared to other areas around Mount Vernon.

A floodplain consists of areas on both sides of a body of water that are prone to both seasonal and intermittent flooding. High water tables, insurance restrictions and other problems with groundwater contamination can severely restrict or prohibit development within a floodplain.

The floodplain is divided into two areas: the floodway that carries fast moving waters and the floodplain fringe where flood waters pond. Within the floodway, no residential buildings are permitted and only roadways, utilities crossing the floodway, docking facilities and commercial structures approved and permitted by the Indiana Department of Natural Resources are allowed. No earth filling is permitted within the floodway with very stringent exceptions approved by the U.S. Corps of Engineers. Within the floodplain fringe, non-urban uses (such as agricultural, forestry, recreational and open space activities) are preferred; however, urban uses may be permitted within the floodplain fringe under certain restrictions. These restrictions generally involve flow-through design for any portion of the structure below the 100-year flood elevation, elevation of an occupied portion of the structure or storage area above the 100-year flood elevation, and emergency access provisions for any occupied structures. Additional restrictions ensure that the proposed use does not degrade surface water quality, does not contribute to increased flood stages, and does not result in groundwater contamination risks. Further, restrictions prevent the expansion of any pre-existing structures that do not comply with current restrictions.

The Federal Emergency Management Agency (FEMA) produces the official floodplain maps that serve as the basis for the federal flood insurance program and serve as the guide for private insurance carriers. The Federal Emergency Management Agency and the Indiana Department of Natural Resources (IDNR, Division of Water) also administer the floodplain regulations of federal and state government. These restrictions have been gradually tightened over time, and major flooding in the past few years has resulted in further restrictions. Where flood disasters have occurred, FEMA has been determining whether it is more cost-effective in the long-term to prohibit reconstruction and relocate residents and businesses than to fund reconstruction.

Any construction within the floodplain must comply with state and federal permit requirements. Many towns and cities include additional restrictions in their zoning ordinance. Construction within the floodplain fringe may necessitate the need for a permit from the Indiana Department of Natural Resources (IDNR) with review by the U.S. Army Corps of Engineers, and may require the need for U.S. Army Corps of Engineers' approval if the magnitude of the project reaches certain thresholds. Construction activity within a floodway would require approval and permit from the U.S. Army Corps of Engineers in addition to IDNR approval and permitting. Please note that construction includes site preparation as well as construction of actual structures, and that most state and federal permit requirements are because of earth filling within the floodplain or stream alteration.

3. MINERAL RESOURCES

Posey County is an exception in southwestern Indiana because there has been very little coal mining done in the county. However, there are several oil wells located around Mount Vernon. The city itself is unique due to the number of refineries around the city and the amount of fuel production that occurs.

D. SOCIAL CHARACTERISTICS

Population, housing and income characteristics are important considerations in determining the future land use and infrastructure needs of the community, the magnitude of housing demands and the ability to afford housing and support commercial activities.

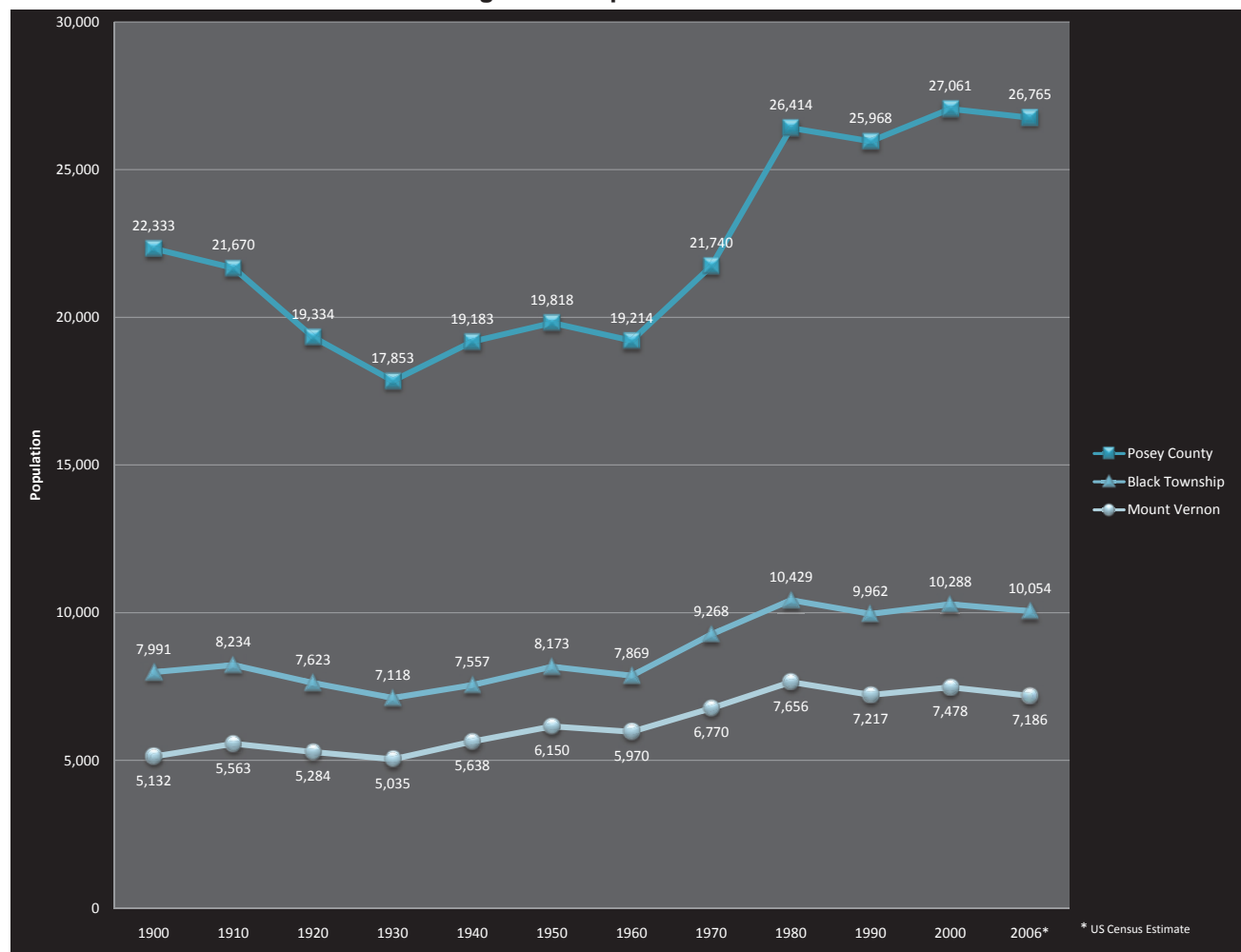
## 1. POPULATION CHARACTERISTICS

### a. Existing Population

Mount Vernon's population has slowly grown over the last century. In 1900, the city already had a population of 5,132. The U.S. Census Bureau estimate for 2006 shows a population of 7,186. The population has fluctuated over the last twenty to thirty years. The city's highest population occurred in 1980 with 7,656 people. In 1990 it fell to 7,217 and rose back up to 7,478 by the year 2000. However, since 2000, the population has decreased every year according to U.S. Census Bureau estimates. The annual decrease has ranged from a loss of 15 people between 2001 and 2002 up to a loss of 80 people between 2000 and 2001 as well as 2002 and 2003. Figure 9 shows the city's population change.

Posey County's population has fluctuated over the last 100 years. In 1900, the county had a population of 22,333. In 2006, the U.S. Census Bureau estimate had the county's population at 26,765. The county's population has ranged from a low of 17,853 in 1930 to a high of 27,061 in 2000. Mount Vernon has made up between 23 and 31 percent of the county's population since 1900. Just like Mount Vernon, the county's population has decreased every year since 2000 according to U.S. Census Bureau estimates. Figure 9 shows the county's population change.

Figure 9: Population Trends



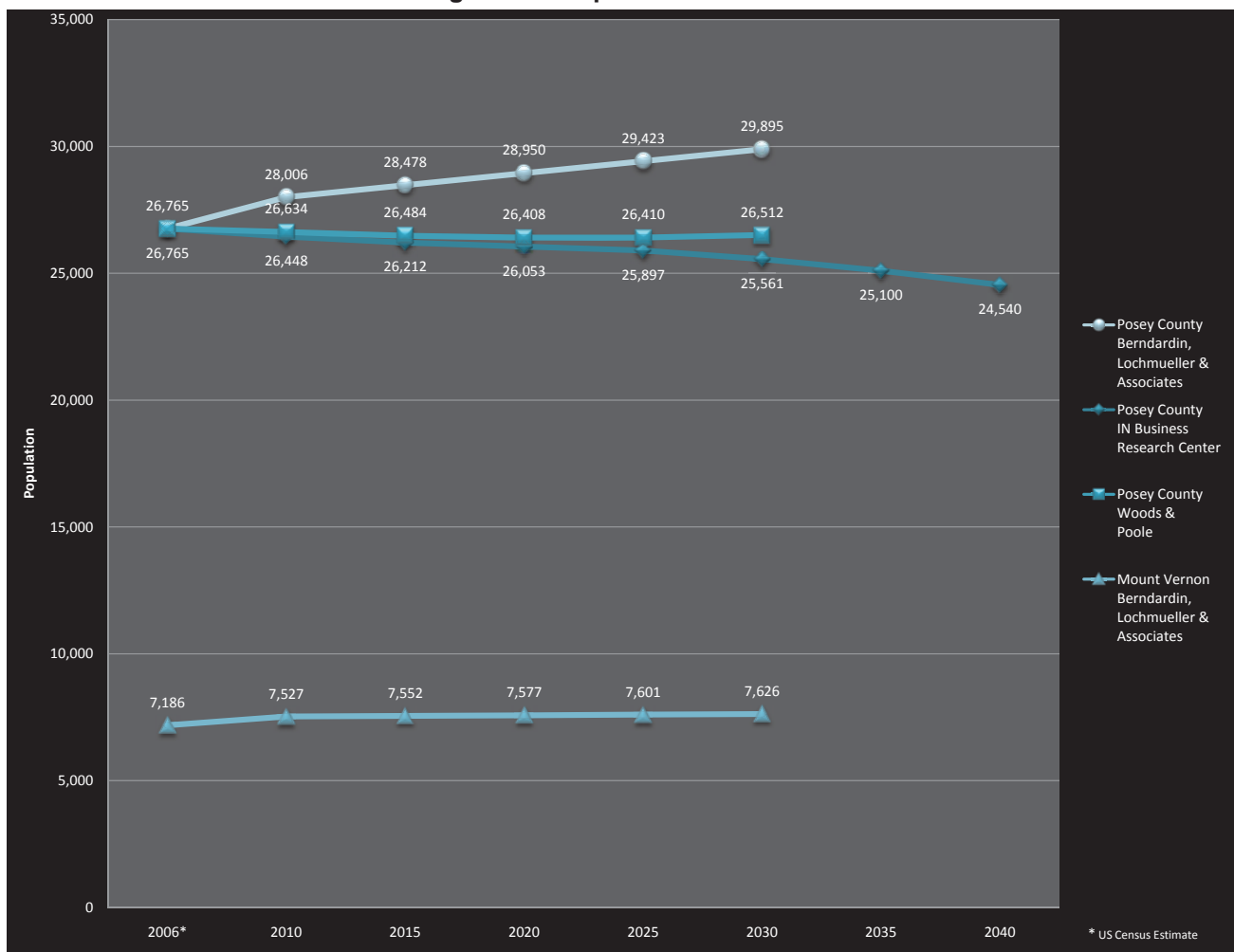


## b. Projected Population

Population forecasts for Posey County and Mount Vernon were derived from the Interstate 69 Travel Demand Model Travel Analysis Zones (TAZ) layer developed by Bernardin, Lochmueller and Associates. Population forecasts from Woods and Poole Economics, the Indiana Business Research Center, and the Regional Economics Model, Incorporated were examined to determine population projections to the year 2030 for counties through which I-69 will travel as well as several neighboring counties, such as Posey County. Figure 10 shows projections for Posey County based on the I-69 TAZ layer, the Indiana Business Research Center, and Woods and Poole Economics.

The Indiana Business Research Center forecasts to the year 2040 and is based on a regression analysis of historical population counts; whereas, Woods and Poole forecasts to 2030 and is based on economic forecasts of the U.S. Bureau of Economic Analysis. The I-69 TAZ forecast for Posey County is more optimistic than projections from the Indiana Business Research Center or Woods and Poole. The TAZ layer has a population of 29,895 for Posey County in the year 2030. Woods and Poole shows an initial decline in population before going back up to 26,512 by 2030. The Indiana Business Research Center forecast has a continuing decline through 2030 with a population of 25,561 and even further down to 24,540 in 2040.

**Figure 10: Population Forecasts**



The population forecasts for Mount Vernon were derived using the I-69 TAZ layer. This forecast shows a slow increase in population for the city to the year 2030. The city is anticipated to have a 2030 population of 7,626. Figure 10 includes the population projections for Mount Vernon along with the three sources for Posey County.

## 2. DEMOGRAPHIC CHARACTERISTICS

General demographic characteristics of the population are an indicator of the need for community facilities for housing, education, and recreation. The following characteristics provide important information for understanding the population of Mount Vernon.

### a. Male/Female Population

In 2000, the ratio of the male and female population in Mount Vernon closely reflected that of the state. Indiana is 49 percent male and 51 percent female according to the 2000 Census; whereas, Mount Vernon is 48 percent male and 52 percent female. Figure 11 shows the population breakdown for Mount Vernon by age group. The figure reveals that the percentage of males is much less than females after the age of 70.

Figure 11: Population by Age and Gender



## b. Age

The median age for individuals in Mount Vernon (37.6 years of age) and Posey County (37.4) is slightly higher than that of Indiana (35.2). They each have a higher median age for females than males. In Mount Vernon, the median age for females is 39.1 and for males it is 36.1. The population between the ages of 0 and 50 is 50 percent male and 50 percent female. At the ages of 50 and above, the population is only 43 percent male. Over 80 years of age, there are only 27 percent males. Figure 11 shows population by age categories and by sex. It reveals how many more females are 50 and over than males that are 50 and over.

## c. Education

Educational attainment for individuals in Mount Vernon is slightly lower than that of the county and state averages. In Indiana, 82 percent of people 25 years old and older have a high school degree or higher, compared to 84 percent in Posey County and 81 percent in Mount Vernon. The percentage of individuals with an associates degree or higher is also lower. In Mount Vernon, 19 percent of individuals have an associate degree, bachelor degree, graduate degree or professional degree. In Posey County, 21 percent of individuals have an associate degree or higher and 25 percent of individuals in Indiana have at least an associate degree. Figure 12 shows the percent of educational attainment for Mount Vernon, Black Township, Posey County and the state of Indiana.

Figure 12: Educational Attainment



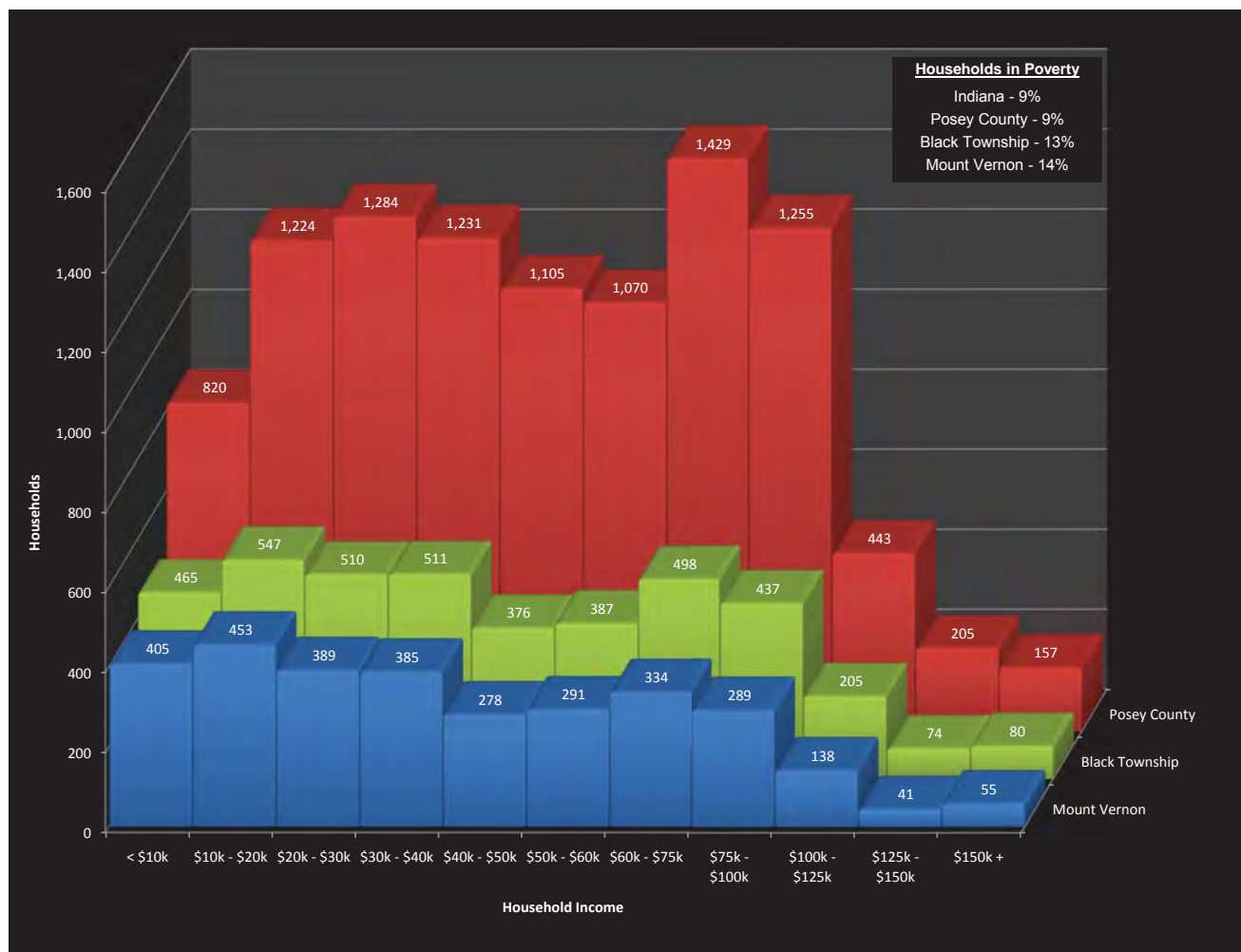
#### d. Ethnicity

Mount Vernon does not have a very diverse population. Ninety-six percent of the population in Mount Vernon is white according to the 2000 Census. Three percent of the population is black or African American and the other one percent falls into the population of two or more races category. Posey County is less diverse overall than Mount Vernon. Ninety-eight percent of the population is white, one percent is black or African American and one percent falls into the population of two or more races category. Eighty-five percent of Posey County's black population lives in Mount Vernon. Indiana's population is 87 percent white and eight percent black or African American.

### 3. INCOME CHARACTERISTICS

The median household income for Mount Vernon is \$36,543 according to the 2000 U.S. Census, which is well below that of Posey County (\$44,209) and Indiana (\$41,567). Figure 13 shows the number of households in several different income groups for Mount Vernon, Black Township, and Posey County. Fourteen percent of the households in Mount Vernon are considered to be in poverty, compared to just nine percent in both Posey County and Indiana. Likewise, 12.5 percent of individuals in Mount Vernon are in poverty, compared to 7.4 percent for Posey County and 9.5 percent for Indiana.

Figure 13: Household Income



The U.S. Census calculates the number of families below the poverty level based on family income and family size. According to the 2000 U.S. Census, 10.5 percent of the families in Mount Vernon were below the poverty level. This is much higher than Posey County's percentage (6 percent) and the state's percentage (6.7 percent) of families below the poverty level.

#### 4. HOUSING CHARACTERISTICS

##### a. Existing Housing

Between 1990 and 2000, Mount Vernon's total population and households decreased by nearly four percent and just over five percent, respectively. The number of vacant housing units decreased from 357 (an 11 percent vacancy rate) to 275 (an 8 percent vacancy rate). At 2.45 people per household, the household size of Mount Vernon in 2000 was lower than the 2.62 persons per household in Posey County and 2.53 persons per household in Indiana.

The vacancy rate for housing is an indicator of the strength of the housing market. The percent of vacant units in Mount Vernon was 8.3 percent for 2000 and is only slightly higher than the county-wide vacancy rate of 7.9 percent and the state-wide rate of 7.7 percent.

The median value of housing in 2000 was \$92,500 in Indiana, \$87,600 in Posey County and \$78,900 in Mount Vernon. In Mount Vernon, 74 percent of the homes are valued at \$100,000 or less and only 6 percent are valued at over \$150,000. In Posey County, 62 percent of the homes are valued at \$100,000 or less and 14 percent are valued at over \$150,000. In Indiana, only 56 percent of the homes are valued at \$100,000 or less and 19 percent are valued at over \$150,000. Figure 14 shows housing values for Mount Vernon, Black Township and Posey County. It reveals that more than half of Mount Vernon's homes are valued at \$50,000 to \$100,000.

In Mount Vernon, 29.1 percent of the housing units are renter occupied. This is a slighter higher percentage than Indiana (28.6 percent) and much higher than Posey County (18.1 percent). The median monthly contract rent was \$432 in Indiana, \$318 in Posey County and \$325 in Mount Vernon in 2000. Forty-nine percent of monthly rentals in Mount Vernon were between \$200 and \$400 in year 2000.

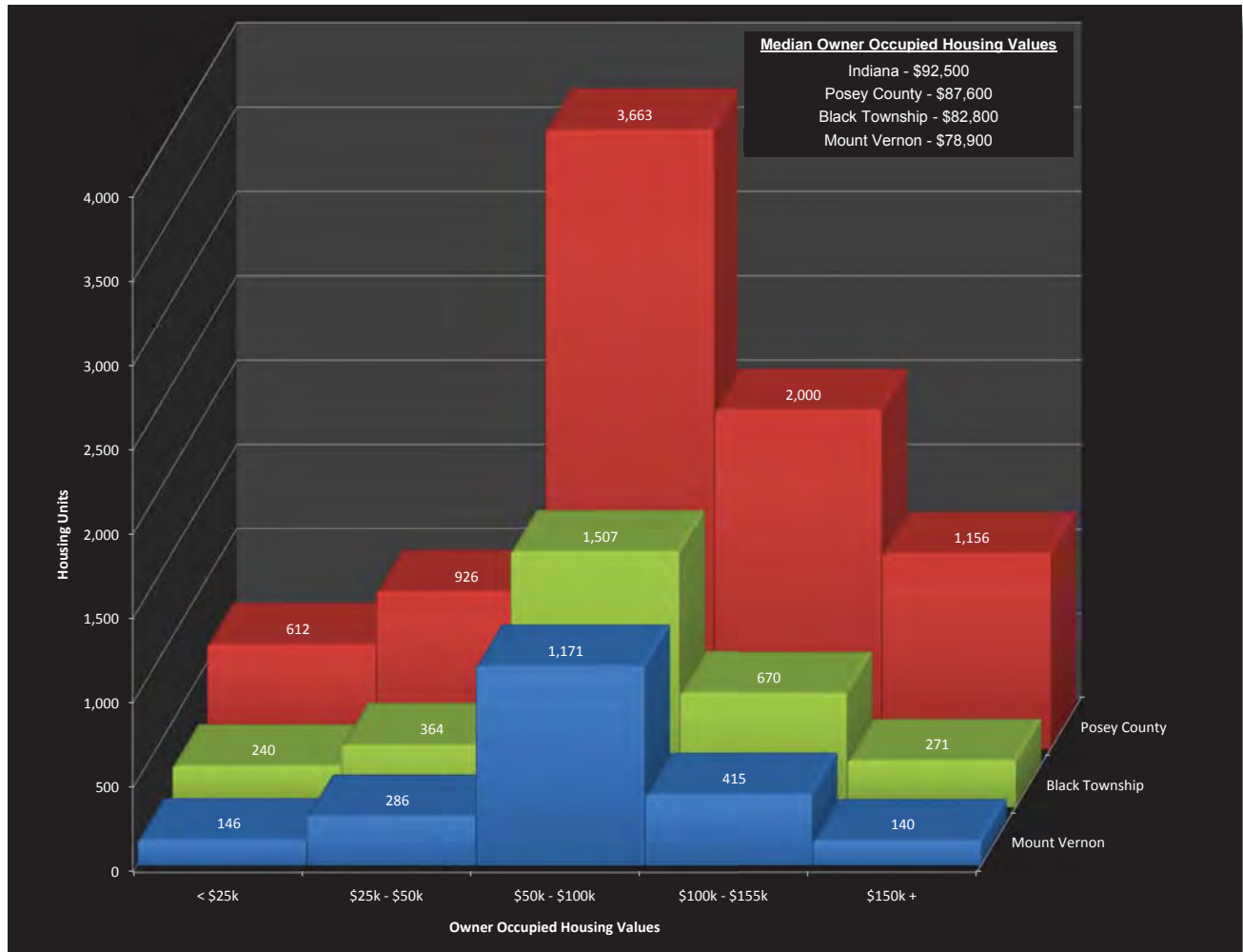
Nearly 76 percent of the housing units in Mount Vernon are single-family units. This is similar to Indiana, which has 74 percent. Posey County has 81 percent single-family units. Mount Vernon is the same as the state average in the percentage of mobile homes (seven percent); whereas, Posey County has a higher percentage (11 percent) of mobile homes. That leaves just over 17 percent of housing units as multiple-family in Mount Vernon.

The age of housing in the community is a reflection of the rate of growth of the community and is an indicator of the need for housing rehabilitation or housing replacement when rehabilitation is not economical. The median year housing was built in Mount Vernon is 1964 compared to 1969 in Posey County and 1966 for Indiana. Nearly 25 percent of the housing units in Mount Vernon were built prior to 1940. Just over 20 percent have been built since 1980. Figure 15 shows the breakdown of housing age for Mount Vernon, Black Township, and Posey County.

##### b. New Housing Permits

From 1990 through 2007, there were 1,653 building permits issued in Posey County according to the U.S. Census. This includes all municipalities within the county. That calculates to approximately 92 units each year. The actual number of permits issued ranged from 63 units in 1995 to 140 units in 1999. There were 75 permits issued in 2007. The City of Mount Vernon issued only 17 single-family permits from 2003 through 2007.

Figure 14: Housing Value



### c. Projected Housing Units

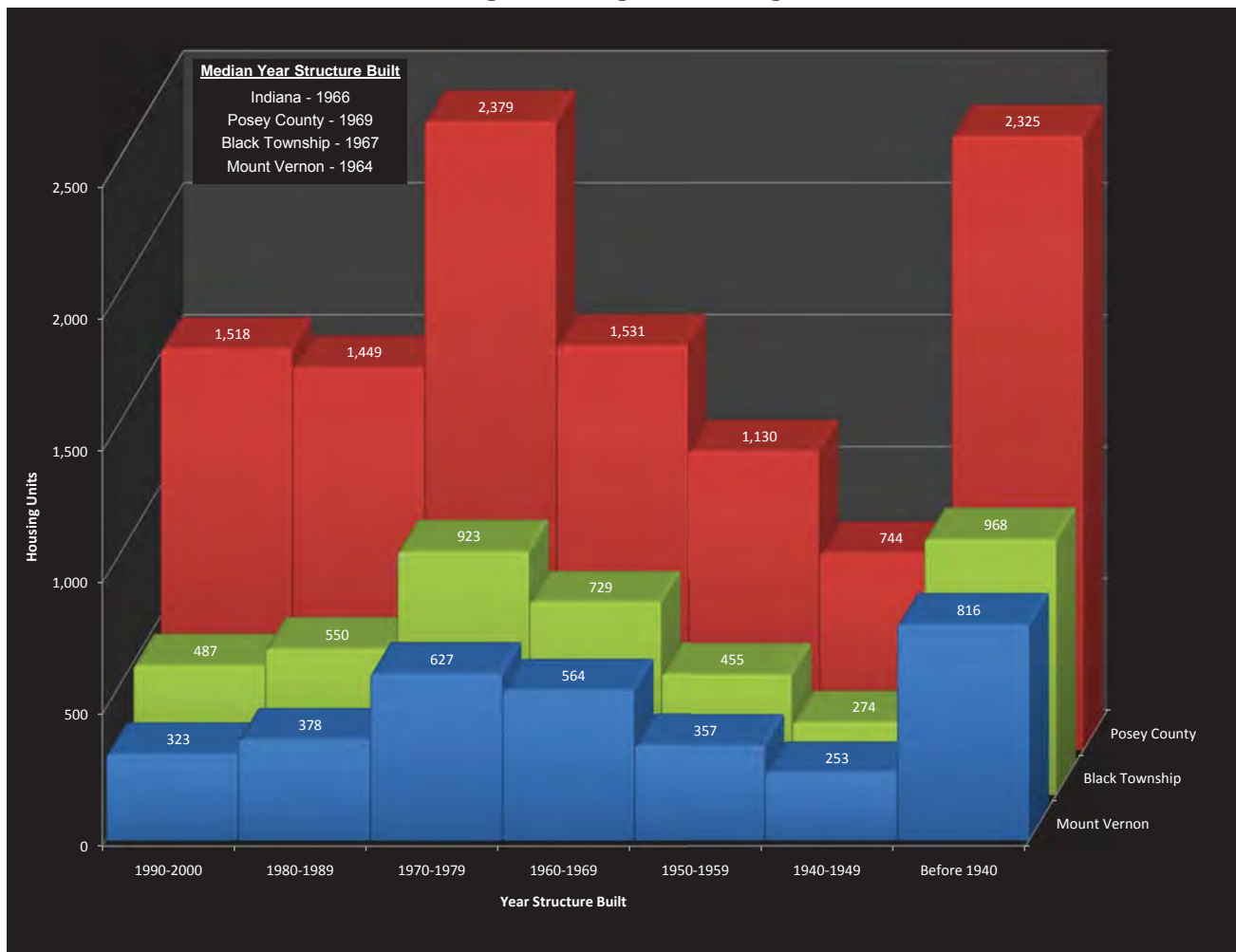
The population and household projections from the I-69 TAZ layer, described earlier under Projected Population, were used to determine projected housing units for Mount Vernon. Assuming a constant vacancy rate between 2000 and 2030, projected housing units could be calculated by using this rate and the projected number of households from the I-69 TAZ layer. Using this assumption, a projection of 3,425 housing units is calculated. This is an increase of just over 110 housing units from the year 2000.

### d. Housing Affordability

The U.S. Department of Housing and Urban Development defines housing as affordable when a household pays no more than 30 percent of its annual income on housing. There are several ways to look at affordable housing, including comparing the median value of housing to the median household income. The median value of a house in Mount Vernon (\$78,900) is 2.16 times higher than the median household income (\$36,543) according to the year 2000 U.S. Census. In Indiana, the median value of housing (\$92,500) is 2.23 times higher than the median household income (\$41,567). For Posey County, the median value of housing (\$87,600) is 1.98 times higher than the median household income (\$44,209). Another important aspect of affordability is



Figure 15: Age of Housing



home ownership. Seventy-one percent of the occupied housing in Mount Vernon are owner occupied compared to 82 percent in Posey County and 71 percent in Indiana.

In conclusion, it would appear that the housing market in Mount Vernon is providing affordable housing needs for all income groups. Although the median household income in Mount Vernon is less than that of Posey County or the state, the median value of housing is also lower. Seven percent of the housing units in Mount Vernon are mobile homes and several small, older homes are available in different parts of the city at affordable prices for lower income households.

## E. ECONOMIC CHARACTERISTICS

The economic overview of Mount Vernon consists of two components including: the workforce (labor market) and the employment available (job market). The characteristics of the labor force involve employment characteristics by place of residence that are derived from the U.S. Census. The characteristics of the employment market are reported in employment by place of work from the Interstate 69 Travel Demand Model Travel Analysis Zones (TAZ) layer, which was also used for population projections. Employment for year 2000 and year 2030 by major employment sector was developed by examining employment data from Woods and Poole Economics,



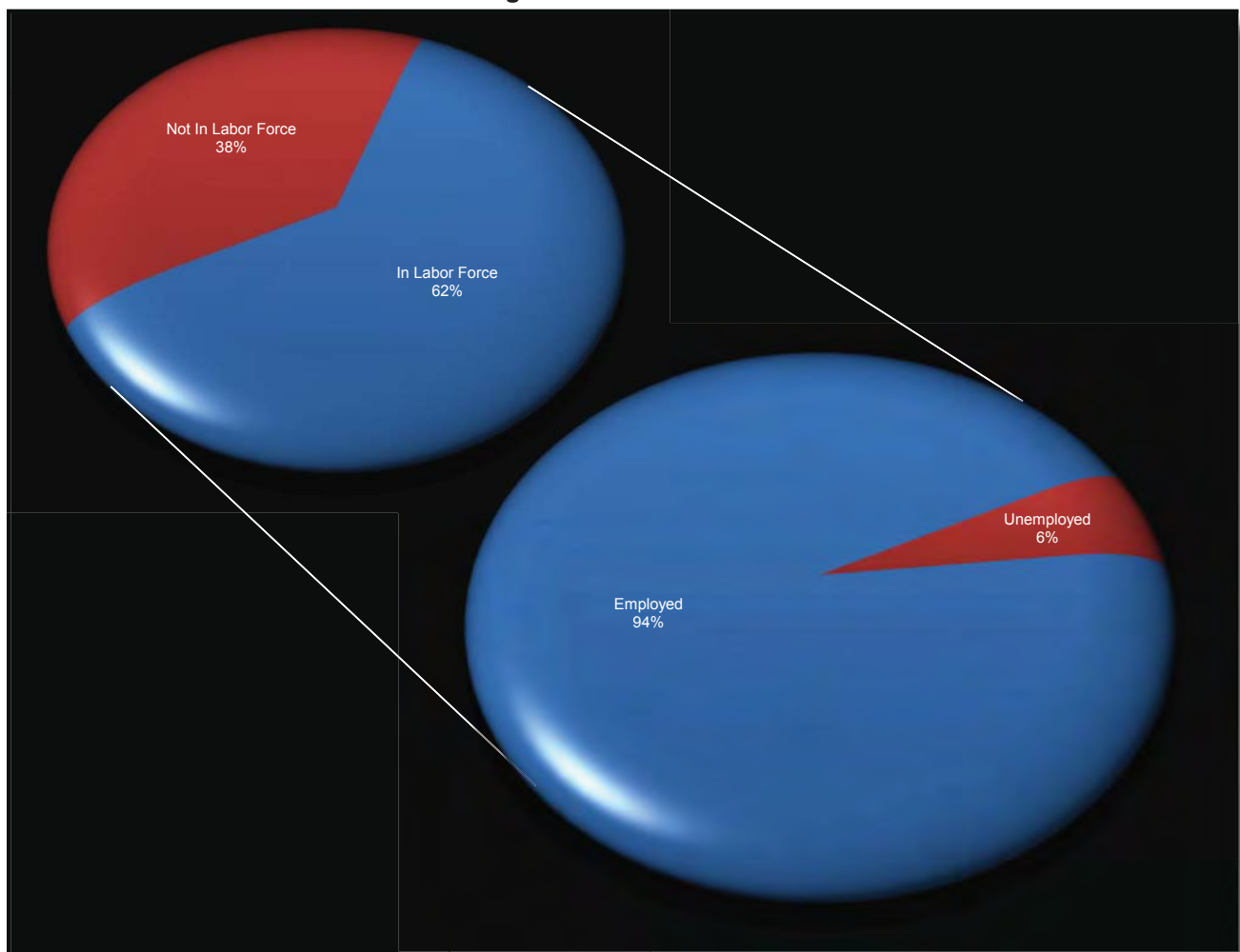
the Regional Economics Model, Incorporated, historic trends, and historic relationships between population and employment for all counties through which I-69 will travel as well as several neighboring counties, such as Posey County.

## 1. WORKFORCE CHARACTERISTICS

### a. Existing Workforce

The labor force of a community is the community's population 16 years or older that is working or are seeking employment. In 2000, Mount Vernon's labor force was 3,582 or 62 percent of the population 16 years and older. In 2000, Posey County's labor force was 67 percent of the population 16 years and older. Figure 16 shows the Labor Force breakdown for Mount Vernon. The U.S. Census breaks down labor force into employed civilians, unemployed civilians and individuals in the armed forces. There were no individuals in Mount Vernon in the armed forces in the 2000 Census. The unemployment rate of Mount Vernon in 2000 was 5.8 percent. Posey County's unemployment rate was 4.1 percent and the state's unemployment rate was 4.9 percent. Fifty-two percent of those employed in Mount Vernon are males and 48 percent are females. In Posey County, 55 percent of those employed are males and 45 percent are female.

Figure 16: Labor Force



## b. Projected Workforce

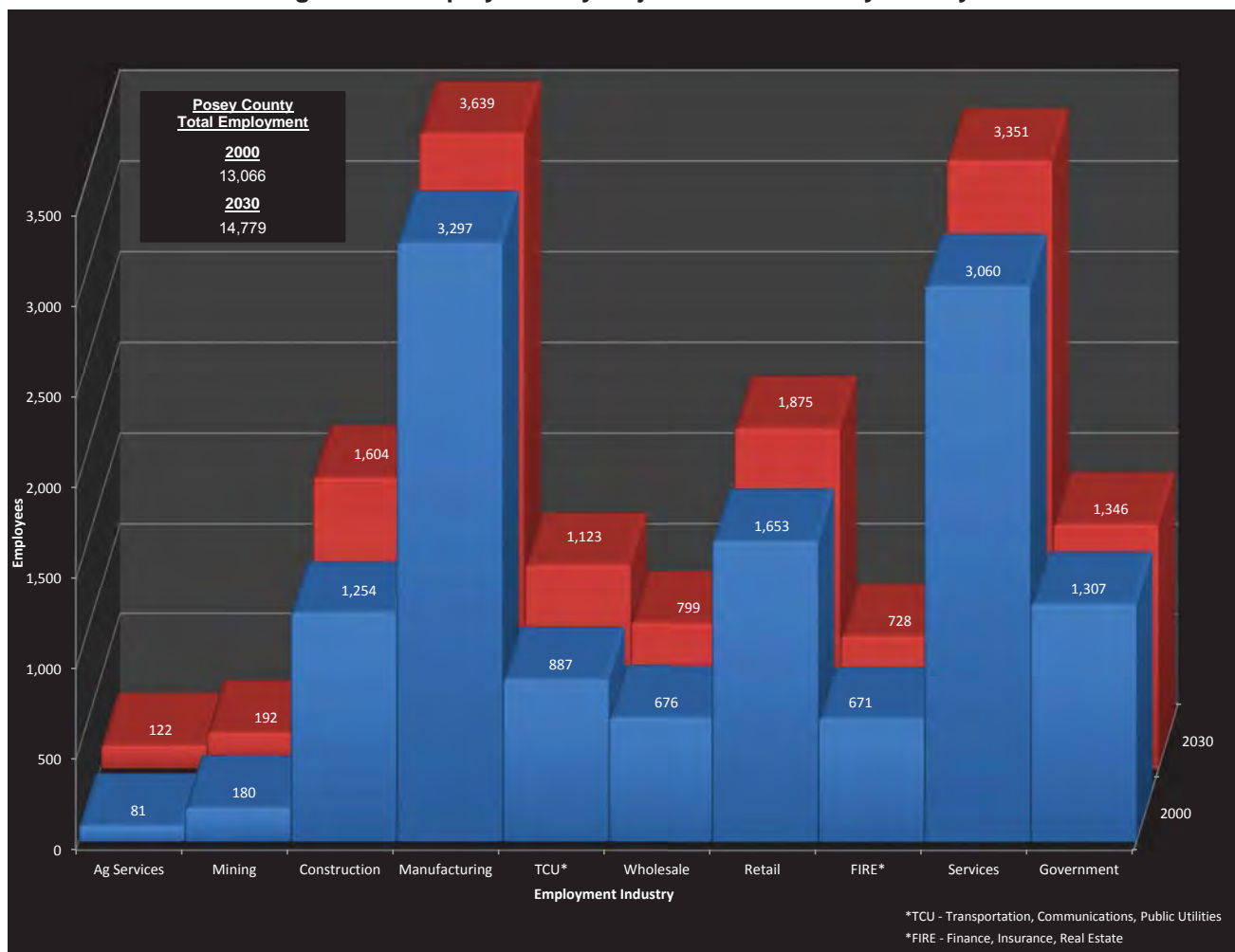
The percentage of the population age 16 years and older, living in Mount Vernon, that are in the labor force increased from 60 percent in 1990 to 62 percent in 2000. Therefore, more people were looking for employment in 2000 than in 1990. The unemployment rate increased only slightly from 5.7 percent to 5.8 percent. The unemployment rate in Posey County dropped from 5 percent in 1990 to 4.1 percent in 2000. Compared to the overall population, 46 percent of the total population was in the labor force in 1990 and 48 percent was in the labor force in 2000. Assuming 48 percent of the total population is in the labor force in 2030, there will be 3,653 people in the labor force. Assuming the unemployment rate stays at 5.8 percent, 210 of these people will be unemployed.

## 2. EMPLOYERS/JOB

### a. Existing Jobs

Employment reported by place of work from the I-69 TAZ layer is categorized by major industrial sectors in Figure 17 for Posey County. The manufacturing sector employs the greatest number of people in Posey County (3,297 people). The services sector is the next largest, employing 3,060 people. The retail trade sector employs 1,653 people.

Figure 17: Employment by Major Sector for Posey County

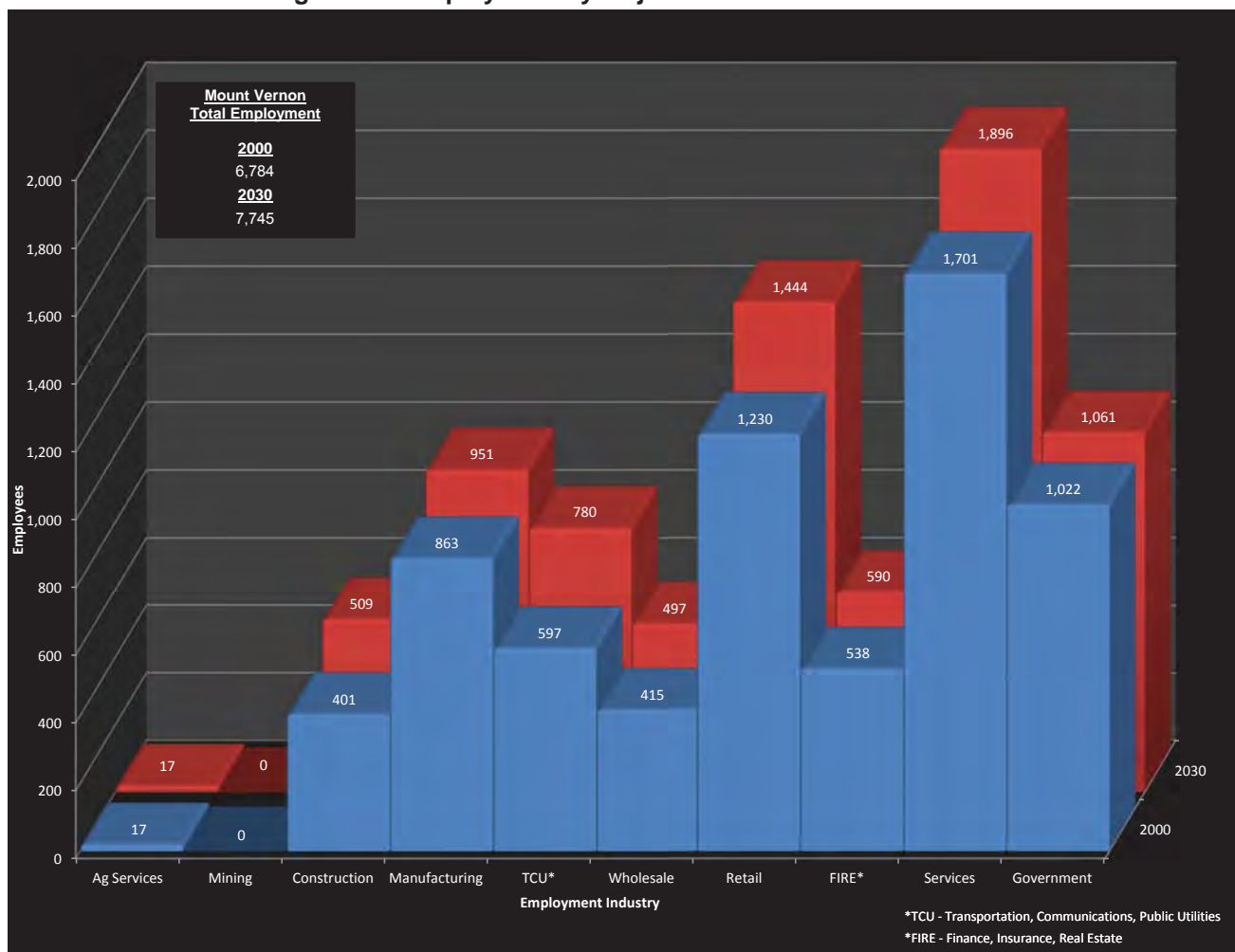


Mount Vernon is by far the largest community in Posey County. The population of Mount Vernon is more than six times that of Poseyville, the next largest community in Posey County. Because of this a very large portion of the county's retail and services employment is in Mount Vernon. The services sector employs the greatest number of people in Mount Vernon with 1,701 people and the retail trade sector is the next largest with 1,230 jobs. Figure 18 shows employment by major industrial sectors for Mount Vernon.

Government is also a major employer in Mount Vernon, employing 1,022 people. The city is the county seat of Posey County so both county and city government employees work in Mount Vernon. In addition, public educational employment is counted in the government employment category. Therefore, all employees of Hedges Central and West Elementary Schools, Mount Vernon Junior High School and Mount Vernon High School are included in government employment in Mount Vernon.

The industrial employment sector also employs a large number of people in and around Mount Vernon. Although Figure 18 only shows about 25 percent of the county's manufacturing employment is located in Mount Vernon, the percentage is much higher when considering manufacturing employment just outside of Mount Vernon's boundary. Several large industrial businesses are located around Mount Vernon, such as Bristol Myers Squibb east of the city, the Country Mark refinery west of the city, BWX Technologies southwest of the city, and Sabic Plastics which covers a large area along the Ohio River southwest of the city. There are also

**Figure 18: Employment by Major Sector for Mount Vernon**



several small and large industrial businesses inside Mount Vernon's boundary, including Warehouse Services, Bradley, and ADM, along with other smaller businesses.

### b. Projected Jobs

According to the I-69 TAZ layer projections, the Manufacturing sector will continue to be the largest employment sector in Posey County in the year 2030 with 3,639 employees. The Services sector will have a similar increase in employment with a total of 3,351 employees in 2030. The Retail Trade sector will continue to employ the third highest number of people with 1,875 employees. Figure 17 shows the employment by sector for Posey County in 2030.

In Mount Vernon, the Services sector will continue to be the largest employment sector with 1,896 employees. The Retail Trade sector will increase by more than 200 employees and have 1,444 employees by 2030. The Government sector will continue to be the third largest employment sector with 1,099 employees. However, the employment increase in this sector will be one of the lowest between 2000 and 2030. The Manufacturing sector will see a slight increase in employment in Mount Vernon. However, a good portion of Posey County's increase in the Manufacturing sector will probably be located near Mount Vernon. The area around Mount Vernon can already see growth in manufacturing with the expansion of the County Mark refinery and the development of the new ethanol plant. Figure 18 shows the employment by sector for Mount Vernon in 2030.

## 3. COMMUTING

According to the 2000 U.S. Census, 69 percent of Mount Vernon residents worked in Posey County, including 39 percent who worked in Mount Vernon. The average travel time for workers living in Mount Vernon is 19 minutes. Figure 19 shows the number of commuters by travel time and an approximate distance of travel based on travel time.

Fifty-one percent of the workers 16 years old and older in Posey County work outside of the county according to the U.S. Census Bureau. Over eighty-five percent of those commuters travel to Vanderburgh County for work. Figure 20 shows which counties Posey County residents commute to and how many residents from surrounding counties commute into Posey County. Nearly 2.5 times as many people commute out as commute into Posey County; thus, Posey County is a net exporter of labor to surrounding counties.

Figure 19: Commuting Time

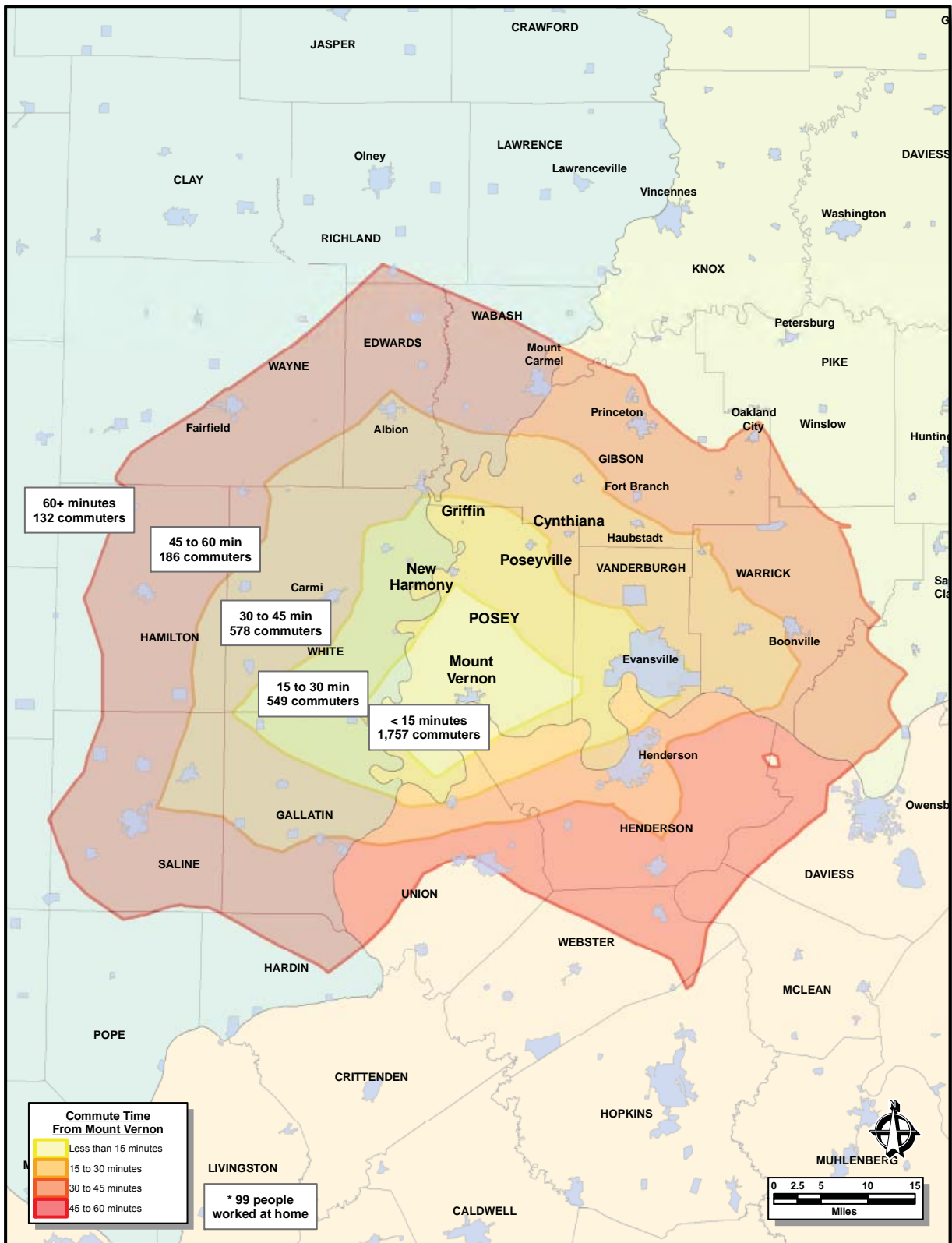
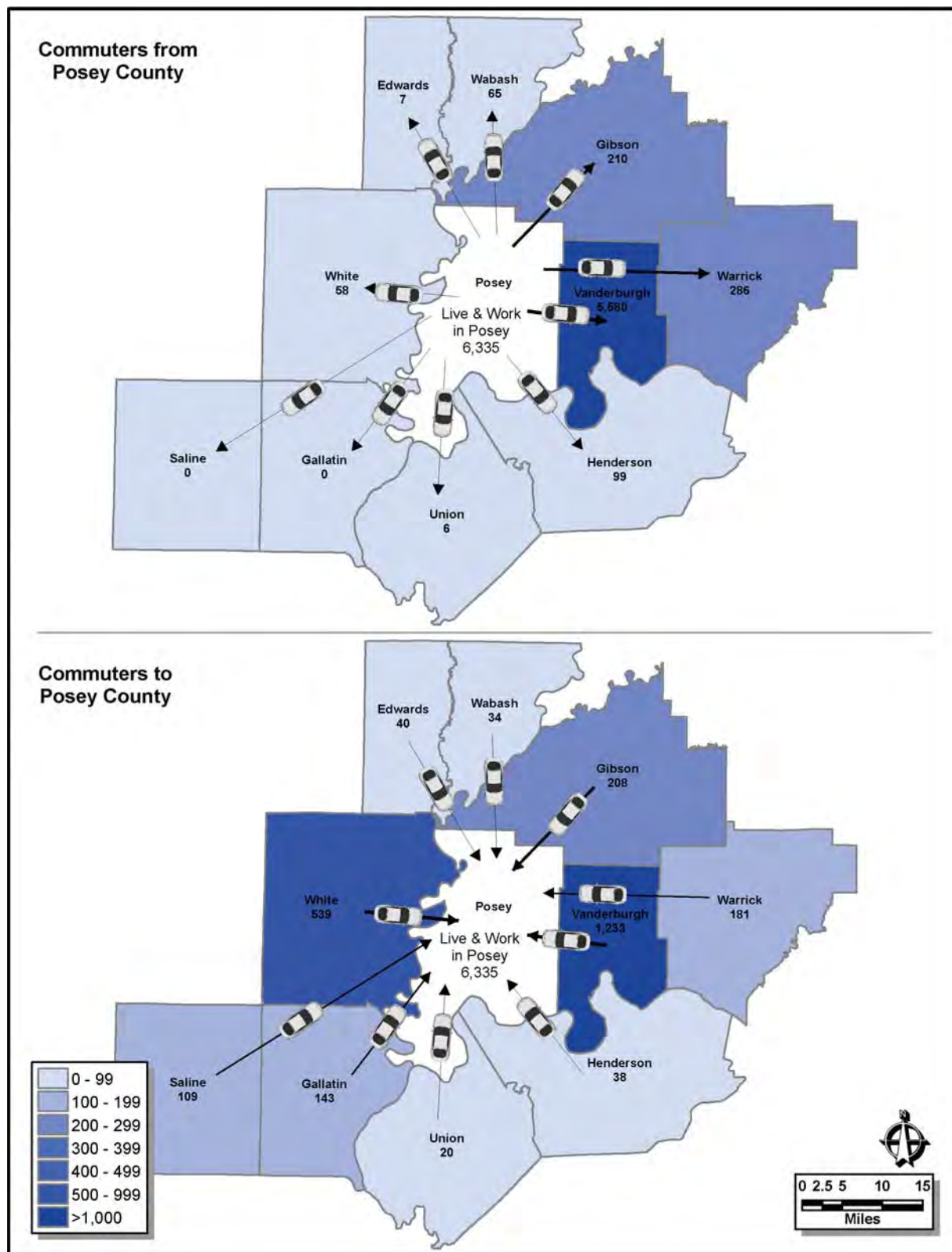




Figure 20: Commuters to and from of Posey County



## CHAPTER 3: ASSESSMENT OF EXISTING CONDITIONS

### A. LAND USE

#### 1. EXISTING LAND USE

Using 2005 IndianaMap Natural Color Orthophotography of Posey County as a base map, 2007 National Agricultural Imagery Program aerial photography of Posey County and a field survey of the Mount Vernon area, an inventory of existing land use within and around the corporate limits of Mount Vernon was completed. The 2005 IndianaMap Natural Color Orthophotography is a high resolution color aerial photograph used to find detailed data for Mount Vernon. The 2007 National Agricultural Imagery Program (NAIP) aerial photograph is a color aerial photograph with a lower resolution. It is used to find significant, large scale changes between 2005 and 2007, such as a new residential or commercial development. It cannot be used to identify smaller scale structures because of the lower resolution. A field survey of the Mount Vernon area helped locate any changes to individual lots within the city.

Figures 21 and 22, along with Table 1 show the results of the field survey. Built urban land uses comprise 1,206 acres of the total 1,401 acres within the corporate limits of Mount Vernon (excludes roads, railroads and right-of-ways). There are 32 acres that include vacant commercial, industrial, or public/quasi-public buildings. Just over 55 acres of the 1,401 acres are vacant parcels. Nearly 140 acres of land in Mount Vernon is agricultural or forest land.

##### a. Residential

The residential land use category includes single-family detached dwellings, mobile homes and multiple-family attached dwellings. There are 791 acres of developed residential land use in Mount Vernon which makes up 57 percent of the city's area. Of the 791 acres of developed residential land, 712 acres (90 percent) are occupied by single-family detached homes. These include typical site-built homes, modular homes and manufactured homes on a permanent foundation. Single-family houses are located throughout Mount Vernon.

Mobile home lots occupy 37 acres (5 percent) of the developed residential land in Mount Vernon. Within the city, there are four mobile home parks which make up a total of just over 18 acres. The rest of the mobile homes in Mount Vernon are located on individual lots throughout the city.

Multiple-family attached homes occupy approximately 42 acres (5 percent) of developed residential land. Multiple-family units include large apartment complexes such as the Southwind Apartments, Cloverleaf Circle (Senior Housing), Green Valley Apartments, Village Apartments of Mount Vernon, and Western Hills Apartments. Groups of duplexes and condominiums are also included in the multiple-family category. This includes the Four Seasons duplexes, and the Meadows duplexes. In Mount Vernon, this category also includes duplexes on individual lots and large homes that have been converted into multiple units.

##### b. Commercial

The commercial land use category includes:

- Professional offices (doctors, dentists, optometrists, insurance agents, tax accountants, banks, real estate agents, engineers, surveyors),
- Retail/Services (retail stores including grocery stores, hardware stores, drug stores, gasoline stations, department or discount stores, drive-in businesses, motels, furniture stores, appliance stores, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment sales; and services including hair and nail salons, barbershops, gyms, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment repair),



- Vacant (existing offices, retail stores or service businesses which were vacant at the time of the field survey).

There are 120 acres of developed commercial land use in Mount Vernon which makes up nine percent of the city's area. Of the 120 acres of commercial land in Mount Vernon, 72 acres (60 percent) include retail stores and service businesses, 20 acres (17 percent) include professional offices and 28 acres (23 percent) include vacant commercial buildings. Commercial buildings are located throughout Mount Vernon, with the largest concentrations in the downtown area, along Fourth Street (SR 62) and along Main Street. The only large shopping center in Mount Vernon is the Southwind Plaza on the city's east side. It includes a Sears, Dollar General, Tequilas Mexican Restaurant, and is anchored by a Wessleman's grocery store. Uses in downtown Mt. Vernon are described later in detail.

Mount Vernon includes most retail stores and service businesses that residents would normally need. The city has a choice of grocery stores, several convenience stores/gas stations, multiple pharmacies, hardware and auto parts stores, and a variety of restaurants. There is also a variety of barber shops and hair salons, auto repair shops, insurance agents, attorneys, and banks. To find larger retail stores, such as Wal-Mart, Lowe's and Home Depot, additional restaurants, a movie theater and other commercial businesses, Mount Vernon residents travel 15 miles east to the west side of Evansville.

There are a few vacant commercial structures and lots within Mount Vernon. Just over half of the 28 acres of vacant commercial property are the previous locations of auto dealerships that are now part of Expressway Auto Mall of America. One of those locations is on the city's east side, approximately one mile west of Expressway Auto Mall of America. This site includes two vacant buildings and parking that covers just less than 9 acres. The other location is on the city's west side. This previous Ford dealership covers 5.5 acres including buildings and parking. Another large parcel of vacant commercial property is the site of the old K-Mart. This site covers 8.5 acres. The other 5 acres of vacant commercial property in Mount Vernon are scattered throughout the city. Many of these buildings are located in the downtown area along Main Street.

### c. Industrial

The industrial land use category includes light industrial uses, heavy industrial uses, junk yards, landfills and mineral extraction activities (such as coal mines or oil well fields). Uses that involve the manufacturing of products from secondary materials and can be normally contained within a structure are generally considered

Table 1: Mount Vernon Existing Land Use

Land Use Category	2008	
	Acreage*	Percent of City Area°
<b>Residential</b>	<b>790.7</b>	<b>56.5%</b>
Single-Family	711.6	50.8%
Mobile Home	37.4	2.7%
Multiple-Family	41.8	3.0%
<b>Commercial</b>	<b>120.0</b>	<b>8.6%</b>
Professional Offices	20.0	1.4%
Retail/Services	72.0	5.1%
Vacant	28.0	2.0%
<b>Industrial</b>	<b>70.1</b>	<b>5.0%</b>
Industrial	68.1	4.9%
Vacant	2.0	0.1%
<b>Public/Quasi-Public</b>	<b>225.2</b>	<b>16.1%</b>
Churches/Cemeteries	30.4	2.2%
Education	89.5	6.4%
Government	11.7	0.8%
Medical	6.2	0.4%
Parks/Recreation	69.5	5.0%
Utilities	9.9	0.7%
Other	6.2	0.4%
Vacant	1.8	0.1%
<b>Agricultural/Forest Land</b>	<b>139.3</b>	<b>9.9%</b>
<b>Vacant Land</b>	<b>55.3</b>	<b>3.9%</b>
<b>Total</b>	<b>1400.7</b>	<b>100.0%</b>

source: Bernardin, Lochmueller and Associates, Inc.

\* Rounded to the nearest 0.1 acres.

° Percent of City Area excludes roads, railroads and right-of-ways.



**Figure 21: Mount Vernon Existing Land Use**

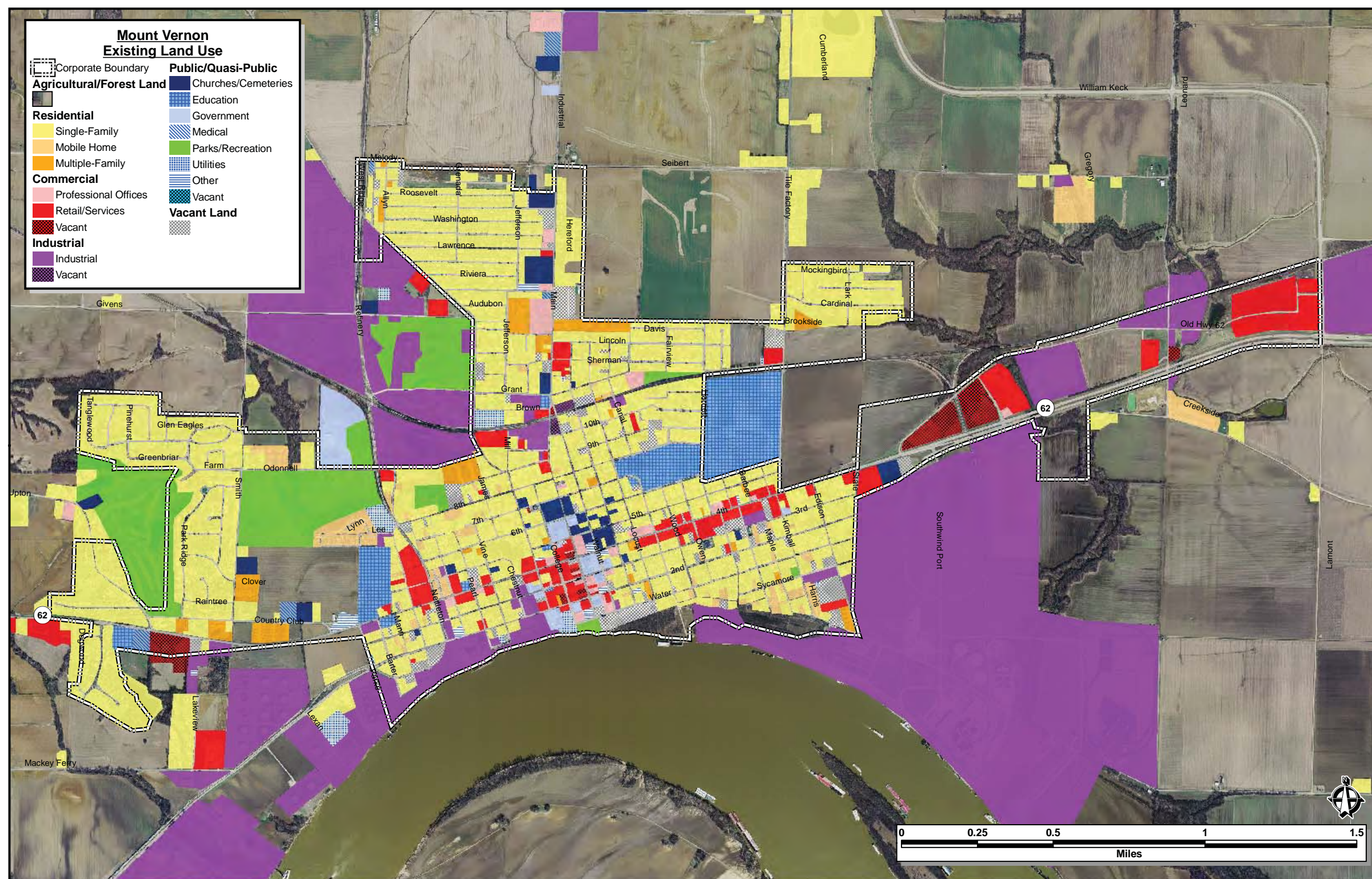
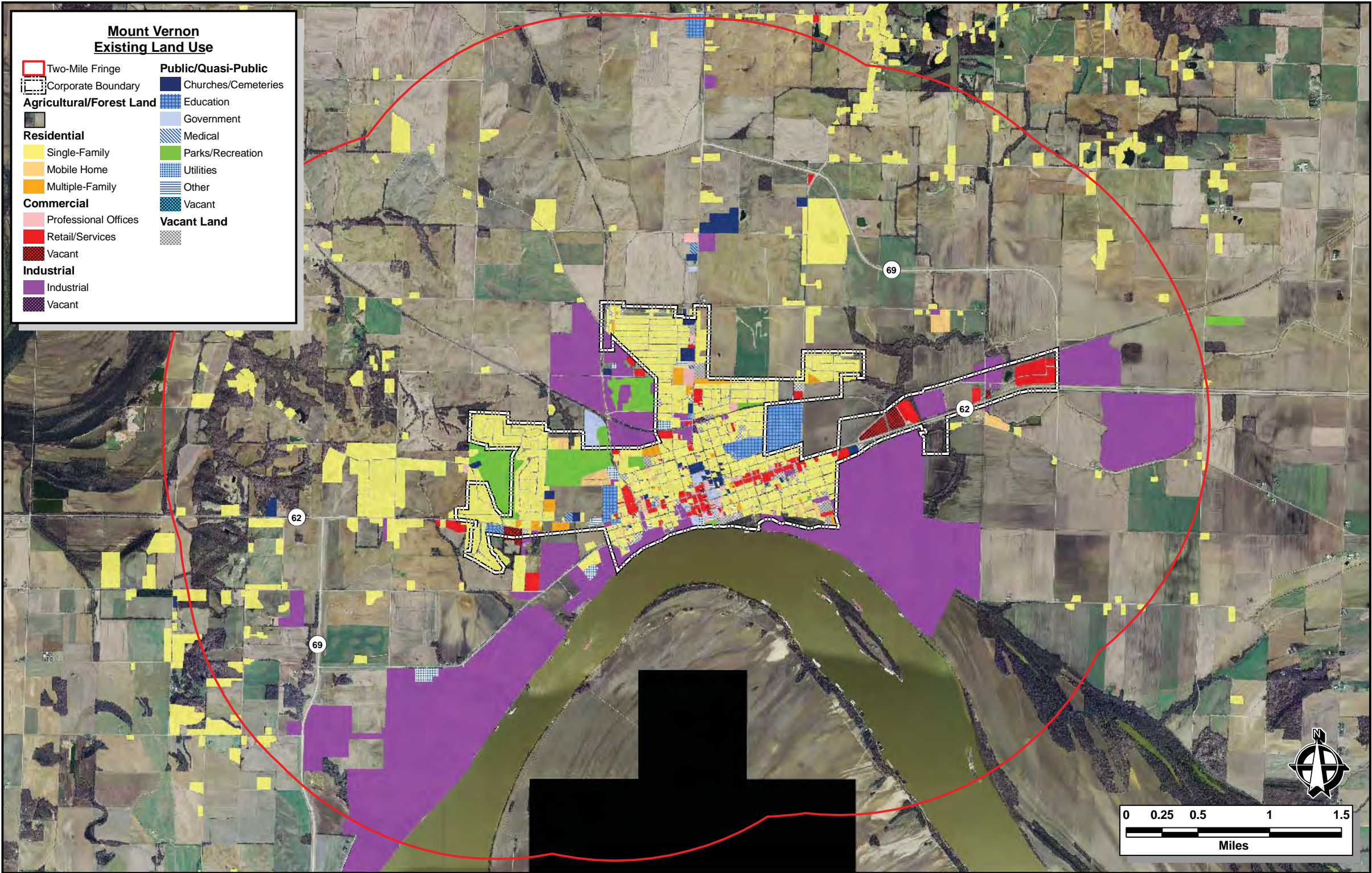




Figure 22: Two-Mile Fringe Existing Land Use





light industrial uses. Thus, light industrial uses include warehousing, wholesaling and manufacturing from processed materials or parts supplied to the site.

Heavy industrial uses involve the manufacturing and processing of products from raw materials or the extraction and processing of raw materials. Heavy industrial uses involve the outdoor storage of raw materials and products.

Industrial uses cover 68 acres in Mount Vernon plus two acres of vacant industrial uses along Main Street between Tenth Street and Grant Street. Industrial uses are scattered throughout Mount Vernon, but most can be found on the city's southwest side near the river and along Main Street on the city's north side near the railroad tracks. Industrial uses include ADM Milling, Bearing Distributors, Bradley, IMI Irving, Neth-Schweitzer Mechanical Contractors, TMI Fabricators and Warehouse Services, among others.

Just outside of Mount Vernon's city limits, there are over 2,000 acres of industrial uses including the site of the future Aventine Bio-Fuel plant. Bristol Meyers Squibb, Country Mark, and Sabic Plastics (formerly GE) each cover a large portion of land. The port, known as the Southwind Maritime Center, is also categorized as industrial on the land use map. According to the Ports of Indiana website, the Southwind Maritime Center covers 745 acres and currently has eight tenants. A large portion of the previously available land is being converted into the new ethanol plant (Aventine Renewable Energy Holdings). There are still approximately 150 acres available after the completion of the new ethanol plant.

#### **d. Public/Quasi-Public**

The public/quasi-public land use category includes public and nonprofit community facilities that serve the community, such as churches, schools, medical facilities, recreational facilities, governmental uses and other institutional facilities. These facilities cover 225 acres and make up 16.1 percent of the city's land area.

Parks and recreational facilities account for 70 acres (31 percent) of the public/quasi-public land use in Mount Vernon. Most of this land is part of Brittlebank Park which is nearly 60 acres in size, including the pool and surrounding forest land. The park includes Brittlebank Pool, three shelters, four baseball fields, four tennis courts, a pond, and playground equipment. Other recreational facilities in the city include Kimball Park located at the corner of Sycamore Street and Kimball Street, Sherburne Park on the Ohio River in downtown, Fairview Park on the city's northeast side, and Kiwanis Park east of Brittlebank Park. Parks and recreational facilities in Mount Vernon are shown in Figure 28. Recreational facilities outside of Mount Vernon include the Multi Activity Center east of the city, the Jaycees Athletic fields north of Brittlebank Park, and the two private golf courses, Western Hills Country Club and Country Mark Golf Course.

Churches and cemeteries make up 30 acres (14 percent) of the public/quasi-public land use within Mount Vernon. There are several churches located in Mount Vernon representing a wide variety of denominations. This includes churches covering several acres, such as the Mount Vernon General Baptist Church and St. Matthew's. It also consists of churches on very small lots, including Faith United Methodist Church and First Holiness Church. Also included in this category are funeral homes, such as the Austin Funeral Home and Schneider Funeral Home. There are also a few churches and cemeteries outside of Mount Vernon's limits. The Bellfontaine Cemetery to the north of Mount Vernon covers more than 20 acres.

Governmental facilities cover 12 acres (five percent) of the public/quasi-public land use. Because Mount Vernon is the county seat of Posey County, both county and city government buildings are found in Mount Vernon. Most of these facilities are located in downtown Mount Vernon, including the Posey County Courthouse and County Offices, the Mount Vernon Post Office, Mount Vernon Parks and Recreation offices, City Hall, Police and Fire Departments, and Alexandrian Public Library. The only governmental facility in Mount Vernon not in downtown is the WorkOne of Southwest Indiana office located on the city's east side. Governmental facilities located

just outside of Mount Vernon include the Posey County Sheriff's office, Posey County Highway Department and Black Township Fire Station.

The educational category includes the Hedges Central and West Elementary Schools, Mount Vernon Junior High School, Mount Vernon High School, Metropolitan School District of Mount Vernon offices, Children's Learning Center of Posey County, Head Start, and Children's White House Learning Center. These educational facilities make up 90 acres (40 percent) of the public/quasi-public land use in Mount Vernon. A couple miles north of Mount Vernon is Farmersville Elementary and approximately seven miles east is Marrs Elementary, the two schools outside of Mount Vernon that are part of the Metropolitan School District of Mount Vernon.

Medical facilities cover six acres (three percent) of the public/quasi-public land use in Mount Vernon. In Mount Vernon, this includes the Mount Vernon Medical Center, Mount Vernon Nursing and Rehabilitation Center, Physical Rehabilitation Services, and Southwestern Indiana Mental Health Center. For additional medical facilities, including the closest hospital, Mount Vernon residents must travel to Evansville.

The utilities category includes the Posey County Solid Waste Management District's Recycling Center, Mount Vernon Water Works and several large and small substations throughout the city. This category covers 10 acres (four percent) of the public/quasi-public land use in Mount Vernon. The Mount Vernon Waste Water Treatment Plant is located just outside of Mount Vernon, southwest of the city.

Other public/quasi-public land uses include those public/quasi-public uses that are not categorized under any of the previous land uses. In Mount Vernon, these are mostly clubs and organizations, such as the Masonic Lodge, Independent Order of Odd Fellows (I.O.O.F.), Moose Lodge, Eagles Lodge, the Elks and the American Legion. Also included in this category is the Chamber of Commerce and American Red Cross. This category covers 6.2 acres (three percent) of the public/quasi-public land use in Mount Vernon.

There are also a few vacant public/quasi-public buildings in Mount Vernon. This includes the former Booker T. Washington School at the corner of Owen Street and Third Street, two empty churches, and a doctor's office. This category covers two acres (one percent) of the public/quasi-public land use in Mount Vernon.

### **e. Agricultural/Forest Land**

The agricultural/forest land category includes all land used for farming and other agricultural purposes as well as land currently covered by trees. This category covers 139 acres in Mount Vernon, which is 10 percent of the city's total area. There are still a few tracts of land in Mount Vernon used for farming. A large piece of land is located along Country Club Road near West Elementary School.

### **f. Vacant Land**

There are several vacant lots located throughout Mount Vernon. The majority of these lots are individual parcels located in neighborhoods throughout the city, but there are a few locations where large portions of a city block are undeveloped. Some of these sites showed structures on the 2005 aerial photography, but were empty during the field survey. Most of these lots would be best used for additional housing within neighborhoods. There are also several parcels that would be appropriate for commercial development. Some of these parcels are located along Third Street, behind existing commercial buildings on Fourth Street (SR 62).

## **2. EXISTING LAND USE CONTROLS**

A new Mount Vernon Comprehensive Plan will update the previous plan adopted in December of 1963. It is recommended that Comprehensive Plans should be updated every 10 years. Therefore, an update to the existing 45 year old plan is very important. The City also completed a Zoning Ordinance in June of 1992. The



current Zoning Map is shown in Figure 23. All newly constructed residential units must obtain a permit before construction can begin. The Subdivision Control Ordinance for Mount Vernon was adopted in September of 1986.

Posey County is also in the process of creating a new Comprehensive Plan. The previous Comprehensive Plan for Posey County was adopted by the Area Plan Commission in August of 1975. Updates were completed in 1978, 1980 and 1984. The last updated was adopted in September of 1998. Posey County has both a Zoning Ordinance which was adopted in March of 1993 and a Subdivision Control Ordinance adopted in November of 1986. Cynthiana and Poseyville, which are both part of the Posey County Area Plan Commission, also have zoning ordinances. The Cynthiana Zoning Ordinance was adopted in July of 1992 and the Poseyville Zoning Ordinance was adopted in March of 1977.

### 3. PROJECTED LAND USE

Projected land use needs for the year 2030 for Mount Vernon are derived from demographic and employment projections made in the Interstate 69 Travel Demand Model Travel Analysis Zones (TAZ) layer. In the development of year 2030 population projections for the I-69 TAZ layer, Bernardin, Lochmueller and Associates examined Woods & Poole Economics forecasts (released in April of 2004) and Indiana State Data Center forecasts by county, as well as the Regional Economics Model, Inc. (REMI) forecast for the State of Indiana together with historic growth trends. The projected land use needs and ability to accommodate those needs are summarized in Table 2.

**Table 2: Mount Vernon Existing Land Use and Future Demand**

#### a. Residential

Between years 2008 and 2030, there is a projected need for 83 more dwelling units based on a projected population increase of 109 people, a continuing decline in household size, and a continued vacancy rate of 8.6 percent from the 2000 Census. Assuming the same percentage of single-family, multiple-family and mobile home units in 2030 as there was based on data from the 2000 Census, 63 additional single-family units, 14 additional multiple-family units and 6 additional mobile homes will be needed by 2030.

Land Use Category	2008		2008 to 2030
	Acreage*	Percent of City Area°	Demand Acres
<b>Residential</b>	<b>790.7</b>	<b>56.5%</b>	<b>25</b>
Single-Family	711.6	50.8%	21
Mobile Home	37.4	2.7%	1.5
Multiple-Family	41.8	3.0%	2.5
<b>Commercial</b>	<b>120.0</b>	<b>8.6%</b>	<b>37</b>
Professional Offices	20.0	1.4%	4
Retail/Services	72.0	5.1%	33
Vacant	28.0	2.0%	
<b>Industrial</b>	<b>70.1</b>	<b>5.0%</b>	<b>34</b>
Industrial	68.1	4.9%	34
Vacant	2.0	0.1%	
<b>Public/Quasi-Public</b>	<b>225.2</b>	<b>16.1%</b>	<b>0</b>
Churches/Cemeteries	30.4	2.2%	0
Education	89.5	6.4%	0
Government	11.7	0.8%	0
Medical	6.2	0.4%	0
Parks/Recreation	69.5	5.0%	0
Utilities	9.9	0.7%	0
Other	6.2	0.4%	0
Vacant	1.8	0.1%	
<b>Agricultural/Forest Land</b>	<b>139.3</b>	<b>9.9%</b>	
<b>Vacant Land</b>	<b>55.3</b>	<b>3.9%</b>	
<b>Total</b>	<b>1400.7</b>	<b>100.0%</b>	

source: Bernardin, Lochmueller and Associates, Inc.

\* Rounded to the nearest 0.1 acres.

° Percent of City Area excludes roads, railroads and right-of-ways.

Existing single-family lots in Mount Vernon range from one-fifth of an acre to over one-half of an acre. Assuming that all 63 additional single-family units take up one-quarter of an acre, there is a demand for 16 acres of additional single-family residential land uses by 2030 if they are all placed in existing neighborhoods. If new single-family housing is placed in new subdivisions, an additional five acres are needed to accommodate roads and drainage, assuming that this will decrease density to three units per acre.

Existing multiple-family uses in Mount Vernon range from six units per acre for duplexes to over 20 units per acre for the Green Valley Apartments. Considering that only 14 additional multiple-family units are needed by 2030, using the lower density should be sufficient. At six units per acre, nearly 2.5 acres are needed for multiple-family units.

Existing mobile home parks range from six units per acre to just over 10 units per acre. Assuming the lowest density, six units per acre, one acre of additional land would be needed to accommodate six additional mobile home units. However, mobile homes also exist on individual lots throughout the city. Assuming lots that are one-fourth of an acre, 1.5 acres would be needed if all mobile homes were on individual lots.

### **b. Commercial**

Commercial land is occupied by retail/services and professional office uses. Between 2008 and 2030, the Retail and Services sectors are forecasted to increase by 300 employees and the Finance/Insurance/Real Estate (FIRE) sector is forecasted to increase by 38 employees. Retail use densities are in the range of two employees per 1,000 square feet of gross building area and office densities are in the range of five employees per 1,000 square feet of gross building area (based on information from the Institute of Transportation Engineers Trip Generation Manual). Assuming a 10 percent floor area to lot area ratio (similar to some existing retail businesses in Mount Vernon), there would be 9 retail employees per acre for retail uses and 22 employees per acre for professional offices. However, most professional office uses are smaller scale with fewer employees. Therefore, a density of 9 employees per acre was used to calculate both retail and professional office demand acres. As a result, 33 additional acres for retail/services and four acres for professional offices would be sufficient for future commercial growth.

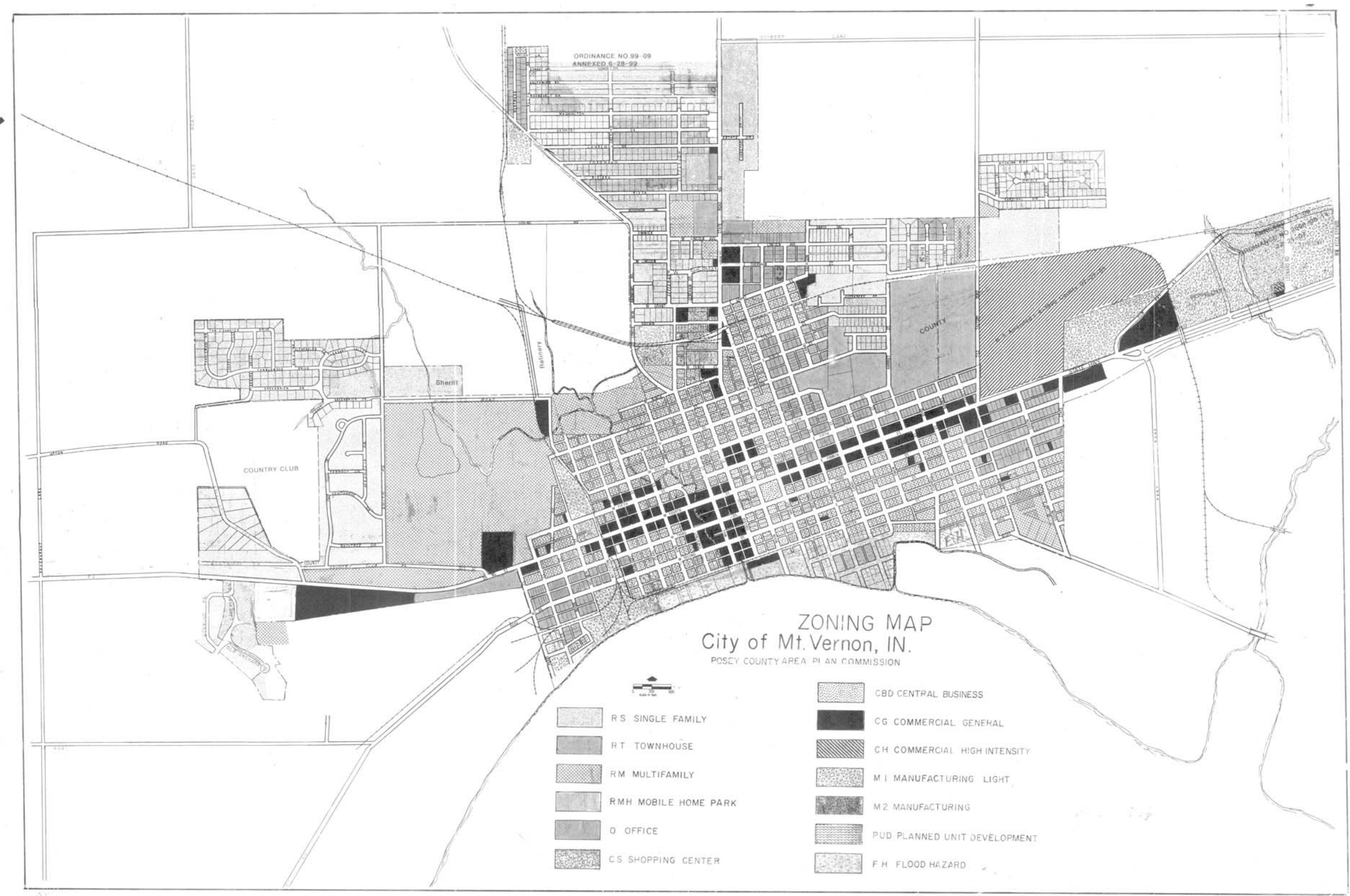
### **c. Industrial**

Industrial land is occupied by agricultural services, mining, construction, manufacturing, transportation/communication/utility and wholesale/warehouse uses. These uses average about 15 employees per acre or 10 employees per net acre for sanitary sewer design. Existing industrial uses in Mount Vernon employ fewer people than those outside of the city. Therefore, 10 employees per acre would probably be more accurate. Industrial employment is anticipated to increase by 338 employees. At 10 employees per acre, 34 acres would be needed for additional industrial uses by 2030. Growth in the industrial sector is expected around Mount Vernon. The ethanol plant at the Southwind Maritime Center is already under construction and the Country Mark refinery has already worked on its expansion to increase diesel production. Industrial uses could grow in the city over the next 20 to 30 years, but most industrial growth will probably be outside of the city. There are 168 available acres at the Southwind Maritime Center for additional industrial uses.

### **d. Public/Quasi-Public**

The National Recreation and Park Association suggests that a community should have at least five to eight acres of parkland per 1,000 people. With a projected 2030 population of 7,626 people, Mount Vernon would need 38 to 61 acres of parkland. Brittlebank Park covers nearly 60 acres, including the pool and surrounding forest land. This is sufficient park space for the projected 2030 population.

Figure 23: Mount Vernon Existing Zoning Map







The National Recreation and Park Association also suggests that a community should have 1.25 to 2.5 acres of neighborhood parkland per 1,000 people. With a projected 2030 population of 7,626, Mount Vernon would need 9 to 19 acres of neighborhood parkland. Mount Vernon has more than 10 acres of neighborhood parkland including Fairview Park, Kimball Park, Kiwanis Park and Sherburne Park. These parks are scattered in different areas of the city making them available to a high percentage of the population. The existing parks are adequate for the projected population.

Most of the other public/quasi public uses within Mount Vernon should be sufficient for the projected 2030 population. The increase in governmental employment by 2030 is not substantial so existing governmental buildings should be appropriate. The schools in Mount Vernon should be sufficient in size for the increase in population. Any expansion in the schools can be made to existing locations if necessary.

#### e. Conclusion

There is a projected demand for 25 acres for residential growth, 37 acres for commercial growth and 34 acres for industrial growth within Mount Vernon. Over 55 acres of vacant lots throughout the city can accommodate a large portion of the residential growth and some of the commercial growth. There are also a few small and large scale vacant commercial buildings that can accommodate some of the commercial growth. Vacant commercial buildings in the downtown area may accommodate additional office space or small retail stores and restaurants. The two vacant auto dealerships on each side of the city and the vacant K-Mart building could accommodate larger retail stores. Although some industrial growth may occur in the city limits, most of the growth should be located outside of the city. The vacancies at the Southwind Maritime Center provide more than the needed 34 acres of industrial growth. There is also vacant commercial/industrial land on SR 62 west of SR 69 to the east of Mt. Vernon.

## B. TRANSPORTATION

### 1. INTRODUCTION

The transportation system physically links the community to the land use activities within the community as well as activities outside of the community such as state and national activities. Only ground transportation is found in Mount Vernon. The closest interstate to Mount Vernon is I-64. It is located approximately twenty miles north of Mount Vernon and can be accessed via SR 69. U.S. Highway 41 is approximately 20 miles east of Mount Vernon and can be accessed by SR 62 and the Lloyd Expressway. Interstate 164 located 25 miles to the east is the proposed I-69 corridor from Canada to Mexico. There is no public bus system or any other type of transit in Mount Vernon. The nearest intercity bus service is Greyhound Bus Lines in downtown Evansville, approximately 20 miles east of Mount Vernon. There is no rail passenger service near Mount Vernon. The nearest AMTRAK station is located in Carbondale, Illinois.

The Ralph E. Koch Airport in Poseyville is the only public use airport in Posey County. The closest airport to Mount Vernon that offers a range of commercial flights is the Evansville Regional Airport. It provides flights to six national hub-airport locations in the United States. The nearest airports offering a full range of both domestic and international flights is the Louisville International Airport-Standiford Field and the Lambert-St Louis International Airport both of which are located approximately three hours from Mount Vernon.

### 2. HIGHWAY FUNCTIONAL CLASSIFICATION

The roadways in the street network are classified according to the function they perform. The primary functions of roadways are either to serve property or to carry through traffic. Streets are functionally classified as local if their primary purpose is to provide access to abutting properties. Streets are classified as arterials if their primary purpose is to carry traffic. If a street equally serves to provide access to abutting property and to carry



traffic, it is functionally classified as a collector. These three primary functional classifications may be further stratified for planning and design purposes as described below. The functional class of a roadway is also important in determining federal and state funding eligibility, the amount of public right-of-way required, and the appropriate level of access control.

### a. Major Arterials

Major Arterials include the Interstates, freeways/expressways and Principal Arterials. The National Highway System of 155,000 miles includes the nation's most important rural Principal Arterials in addition to Interstates.

Interstates/Freeways/Expressways. Freeways and expressways are the highest category of arterial streets and serve the major portion of the through-traffic entering and leaving metropolitan areas (i.e., inter-urban traffic). They carry the longest trips at the highest speeds, and are designed to carry the highest volumes. In metropolitan areas, intra-urban traffic (such as between the central business district and outlying residential areas and between major inner-city communities or major urban centers) may also be served by streets of this class. Interstates are fully-controlled access facilities that are grade-separated with other roads and railroads, such as Interstate 64 and Interstate 164. All roadways that are on the nation's interstate system of about 45,000 miles are fully grade-separated with full access control. Freeways are non-interstate, fully-controlled access facilities that are also grade-separated from all intersecting transportation facilities. Expressways are partially-controlled access facilities that may have occasional at-grade intersections, such as the Lloyd Expressway in Evansville.

Principal Arterials. Principal Arterials (sometimes termed Other Principal Arterials under the federal functional classification system) are the highest category of arterial streets without grade separation. This functional class complements the freeway/expressway system in serving through-traffic entering and leaving metropolitan areas. Within the metropolitan area, major intra-urban trips are served between the central business district and suburbs, and between major suburban activity centers. Although Principal Arterials may lack access control, some level of access control is highly desirable such as the minimum spacing of intersections with public roads and the control of driveway entrances. For Principal Arterials, maintaining traffic-carrying capacity for through-traffic is more important than providing access to abutting property.

### b. Minor Arterials

Minor Arterials, the lowest category of arterial streets, serve trips of moderate length and offer a lower level of mobility than Principal Arterials. This class augments the Major Arterials, distributing traffic to smaller geographic areas, and linking cities and towns to form an integrated network providing interstate highway and inter-county service. Minor Arterials also provide urban connections to rural collectors.

### c. Collector Streets

Collector streets serve as the link between local streets and the arterial system. Collector streets provide both access and traffic circulation within residential, commercial and industrial areas. Moderate to low traffic volumes are characteristic of these streets. In rural areas, the Major Collectors provide service to county seats, larger towns (2,500 or more persons) and other major traffic generators that are not served by arterials. These roads serve the most important intra-county corridors. Minor collectors link local roads in rural areas and serve the smallest rural communities (fewer than 2,500 persons).

### d. Local Streets

Local streets are composed of all streets not designated as collectors or arterials. Primarily serving abutting properties, local streets provide the lowest level of mobility and, therefore, exhibit the lowest traffic volumes.

Through-traffic on local streets is deliberately discouraged. This class of street is not part of any city or county thoroughfare network, and is not eligible for federal aid with the exception of bridges and bikeway/walkway facilities.

### 3. THOROUGHFARE NETWORK

#### a. Posey County

The Major Arterials in Posey County include I-64, SR 69 and SR 62. Interstate 64 is located in the northern part of the county, connecting Posey County with the St. Louis and Louisville metropolitan areas. SR 69 runs north-south on the western edge of Posey County. It starts at Hovey Lake in the southwest corner of the county and ends at I-64. From Hovey Lake to SR 62 (west of Mount Vernon), SR 69 is a Rural Major Collector. From SR 62 (east of Mount Vernon) to I-64, SR 69 is a Rural Principal Arterial. SR 62 runs east-west in the southern part of Posey County, and offers one of three bridge crossings of the Wabash River into Illinois, and is part of the National Scenic Byway System running along the north side of the Ohio River. From the Illinois border to Sauerkraut Lane and from Leonard Road to SR 69 (William Keck Bypass), SR 62 is a Rural Minor Arterial. From SR 69 to Vanderburgh County, SR 62 is a Rural Principal Arterial.

The Major Collectors are SR 66, SR 68 and SR 165 in northern Posey County.

#### b. Mount Vernon

In Mount Vernon, SR 62 (Fourth Street) is an Urban Principal Arterial from Sauerkraut Lane to Leonard Road. Main Street (Industrial Road north of Seibert Lane) is an Urban Minor Arterial from Second Street to Bellfontaine Cemetery Road. Mill Street is an Urban Minor Arterial from SR 62 (Fourth Street) to Ninth Street and Lower New Harmony is an Urban Minor Arterial from Ninth Street to Bellfontaine Cemetery Road. Second Street is an Urban Minor Arterial from State Street to Mackey Ferry Road. State Street and Barter Street are Urban Minor Arterials from Second Street to Fourth Street. Kimball Street is an Urban Minor Arterial from Second Street to Bluff Road and Bluff Road is an Urban Minor Arterial from Kimball Street to Lamont Road. Figure 24 shows the functional classification for all classified roads in Mount Vernon.

#### c. Maintenance Responsibility

Mount Vernon maintains 42.49 center-line miles of roadway within the corporate limits. State Road 62 (Fourth Street) and SR 69 are both maintained by the Indiana Department of Transportation. When the SR 69 bypass was completed northeast of Mount Vernon, existing SR 69 along Industrial Road/Main Street to the north of SR 62 (Fourth Street) was relinquished by INDOT to Posey County and Mount Vernon for maintenance although the facility continues to carry heavy truck traffic through downtown Mount Vernon to SR 69 continuing south of SR 62. Posey County is responsible for maintaining bridges on non-state roadways in incorporated areas. Mount Vernon is responsible for the maintenance of culverts and drainage ditches on non-state roads in the city. Mount Vernon received \$209,570 from the Motor Vehicle Highway fund, \$31,919 from the Local Road and Street fund and \$16,167 from special distribution funds for roadway maintenance and resurfacing in Fiscal year 2005. This level of funding is woefully inadequate to maintain let alone resurface roadways on a reasonable life-cycle (about \$5,000 per lane-mile per year for maintenance and \$80,000 per lane-mile every 16 to 20 years for resurfacing).

#### 4. PHYSICAL CHARACTERISTICS

##### a. Roadways

The physical characteristics of a roadway system provides insight regarding the structural adequacy (pavement and bridge loading capacities), geometric adequacy (horizontal and vertical curves and turning radii at intersections), and functional adequacy (ability to handle traffic).

Road widths along SR 62 (Fourth Street) through Mount Vernon range from 24 feet wide on the east and west sides of the city to 36 feet with curb and gutter through the city. State Road 62 has shoulders of two to four feet on each side as it enters the city. Through the city, SR 62 has a center turn lane, curb and guttering, and sidewalks. East of Southwind Port Road, SR 62 is a four-lane divided highway with 12-foot lanes and 10- to 12-foot outside shoulders.

Main Street has a 24-foot road pavement width throughout the city. Southern portions of Main Street include curb and guttering and sidewalks. Portions of Main Street north of Grant Street do not have curbs or sidewalks, and have little or no shoulder.

Streets throughout Mount Vernon range in width from over 40 feet wide in the downtown area to around 20 feet wide for some neighborhood roads. Most of the roads in Mount Vernon are around 30 feet wide, allowing for two-way traffic and parking on one or two sides. Older areas of the city have both sidewalks and alleys. The newer areas of the city, such as the subdivisions on the city's north side do not have sidewalks or alleys.

##### b. Bikeways/Walkways

There are no separate bikeways/walkways in Mount Vernon. However, sidewalks exist in several portions of the city, especially in the older neighborhoods. With the exception of Fourth Street and Main Street, the traffic volumes and speeds on most of the roadways in the city are low enough to permit the coexistence of automobile traffic and bicycles, especially in the newer subdivisions.

#### 5. TRAFFIC VOLUMES

Traffic counts in Mount Vernon were completed by the Indiana Department of Transportation (INDOT) in 1994, 1999, and 2002. These counts covered SR 62 and SR 69. In 1994, SR 69 was still located on Main Street through Mount Vernon and traffic counts were taken along this route. By 1999, SR 69 was rerouted to the William Keck Bypass and counts were no longer taken on Main Street. The highest counts are located along SR 62 (Fourth Street) near Main Street. The lowest counts are located on the William Keck Bypass. Figure 25 shows the INDOT traffic counts from 1994, 1999, and 2002. Heavy truck traffic to/from I-64 continues on Main Street/Industrial Road from the SR 69 Bypass to SR 62 (Fourth Street) and along SR 62 to SR 69 south. While truck volumes have decreased on SR 62 east of Main Street as a result of the SR 69 Bypass, truck volumes remain high on SR 62 between the east and west junction with SR 69.

The 1998 Feasibility Study for a Mt. Vernon Western Bypass reported 30 trucks turning left on eastbound SR 62 at Main Street during the morning peak-hour and 11 trucks turning right on southbound Main Street at SR 62 during the evening peak-hour. This translates to about 410 trucks per day making the movement from SR 62 west of Main Street to Main Street north of SR 62.

Figure 24: Functional Classification

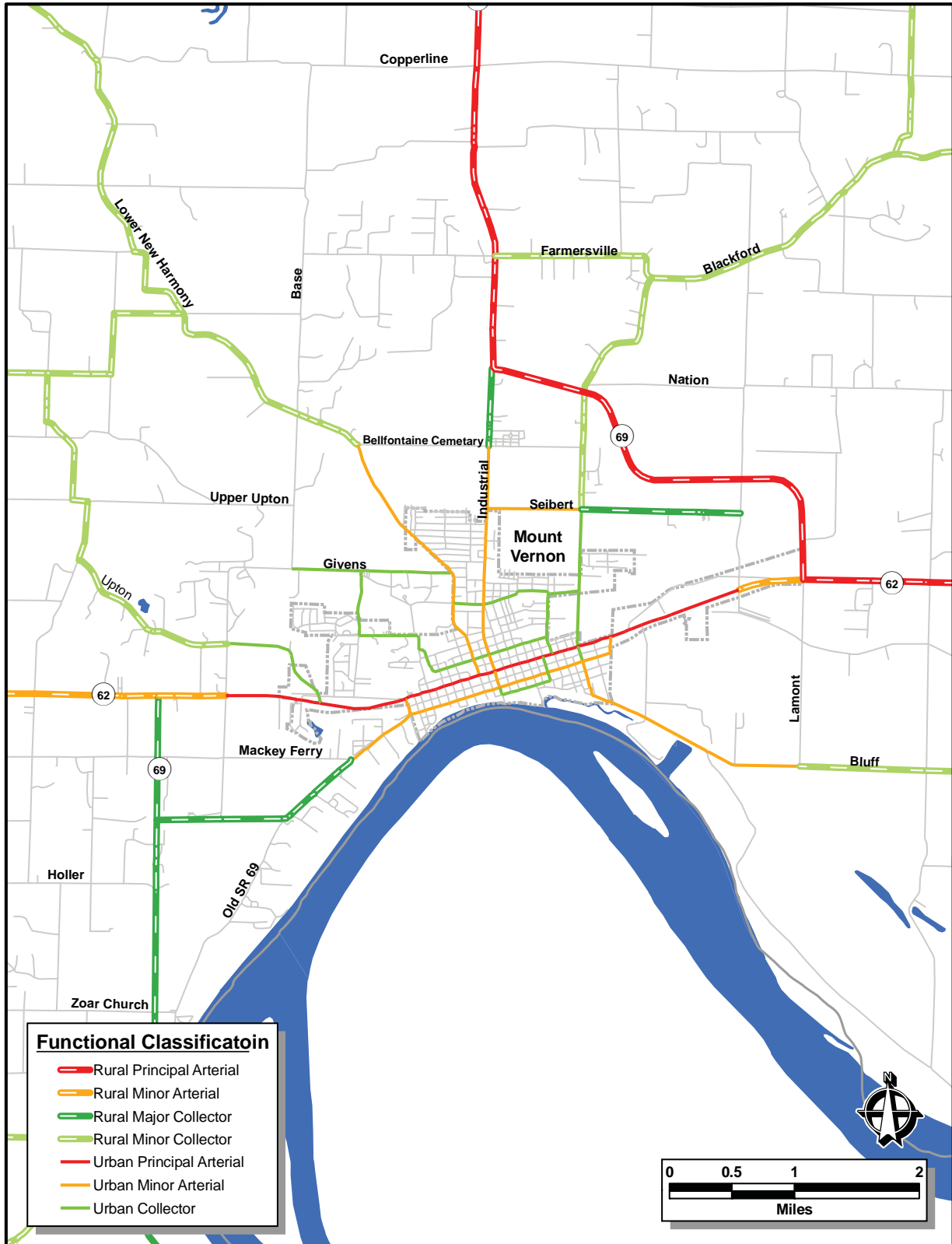
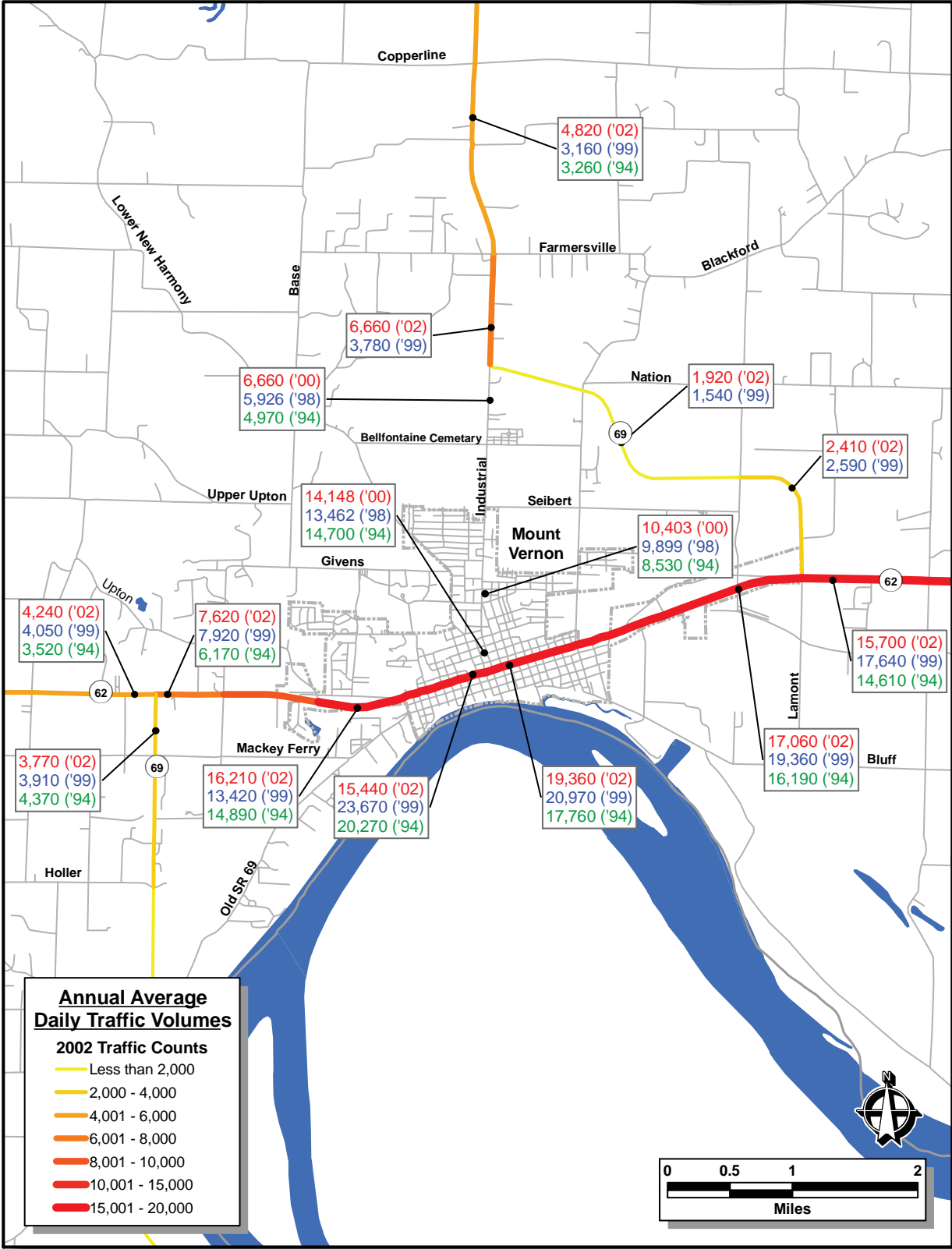


Figure 25: Annual Average Daily Traffic Volumes





## 6. ROADWAY IMPROVEMENTS

### a. Improvement Types

Roadway improvements fall into two major categories: “preservation” projects and “expansion” projects. Preservation projects involve improvements to maintain the existing capacity of the roadway system such as:

- roadway resurfacing and bridge rehabilitation projects;
- safety projects like low-cost intersection improvements, minor horizontal and vertical realignments, signalization improvements, guardrail and marking improvements;
- pavement and bridge reconstruction/replacement projects; and
- transportation enhancement projects such as bikeways, walkways, landscaping and historic transportation structure preservation efforts.

Expansion projects are improvements that add capacity to the roadway system such as:

- major roadway widenings (adding lanes);
- new roadways and roadway extensions;
- major roadway alignments; and
- new freeway interchanges.

### b. Planned Roadway Improvements

Planned roadway improvements are found in the Indiana 25-Year Long Range Transportation Plan that was updated in 2007 and the Major Moves 2006-2015 Construction Plan. The Long Range Transportation Plan focuses on expansion projects (i.e. added travel lanes, new road construction, interchange modifications and new interchange construction). Major Moves includes new construction projects, major preservation projects and resurfacing projects. The Indiana Statewide Transportation Improvement Program (INSTIP) draws individual expansion projects from the Long Range Transportation Plan and Major Moves, and identifies individual or groups of preservation projects.

The 25-Year Long Range Transportation Plan does not include any funded long range plan projects and only one unfunded long range plan project for Posey County. The unfunded project includes widening SR 66 to a four lane road from SR 165 at Wadesville to 6.73 miles east of SR 165 where the existing four-lane section begins near the Posey-Vanderburgh County Line. Major Moves only includes a Major Preservation project (resurfacing) on SR 66, from SR 69 to 13.55 miles east of SR 69, which was started in 2006.

The INSTIP for 2008 through 2011 includes four projects for Posey County that range from road rehabilitation to added travel lanes. Two of the projects are in Mount Vernon, both of which are on SR 62. One of the two projects is a small structure replacement on SR 62 0.25 miles west of SR 69 North. The other project is an added travel lanes project on SR 62 at Tile Factory Road (i.e., an intersection improvement).

The completion of the western portion of the SR 69 Bypass from Industrial Road to the junction of SR 62 at SR 69 west of Mount Vernon was investigated in the 1998 Feasibility Study, but has not been added to the state Long Range Transportation Plan by INDOT for funding of subsequent phases.

Posey County and the Southwind Maritime Center have discussed the possibility of extending (improving) Lamont Road (CR 400 E) from the intersection of SR 69 and SR 62 (on the east side of Mount Vernon) to Bluff Road to improve access to Southwind and to provide access for additional industrial park development. However, no source of funds has been identified thus far.

## C. UTILITIES

### 1. INTRODUCTION

The utility infrastructure of the community is essential to supporting urban activities in the community and includes the water treatment and distribution system, the liquid waste treatment and collection system, the storm water collection, and the electric, gas and communications utilities.

### 2. WATER TREATMENT AND DISTRIBUTION SYSTEM

#### a. Water Treatment and Existing Capacity

Mount Vernon Waterworks is located on the Ohio River in downtown Mount Vernon. Water is drawn from two intakes; one 10-inch and one 12-inch line located approximately 100 feet out into the Ohio River. A Krofta Dissolved Air Flotation system to treat the drinking water. The current plant capacity is 2.2 million gallons per day (MGD) and current demands are around 1.7 MGD.

#### b. Distribution System

Water is distributed to all residents of Mount Vernon. There are also lines that extend beyond the city's limits into the two-mile fringe. Businesses and industrial uses outside of Mount Vernon, including uses at the Southwind Maritime Center, also receive water from the Mount Vernon Waterworks.

#### c. Water Storage

There is a 500,000 gallon storage tank located at the treatment plant and three elevated storage tanks. Mulberry tower, the largest tank, has a capacity of 500,000 gallons. Keck Tower, on the west side of the city, has a capacity of 100,000 gallons. There is another tower at Farmersville, but it is unusable.

#### d. Water System Improvements

A plant expansion began at the beginning of June 2008 to bring the total capacity to 4.4 MGD. However, the demand is expected to increase to 3.75 MGD with the completion of the Aventine Renewable Energy plant in the Southwind Maritime Center. The expansion will consist of two Trident Package plants in a new building over a large backwash storage tank. Temporary river intakes will also be installed to meet the Aventine demand and to allow repairs to the aging intake structure.

#### e. Future Water Needs

Serving an additional 440 people in Mount Vernon in the year 2030 would require only 28,600 gallons per day (at a typical 65 gallons per day per person). The planned expansion will increase the plant by 2.2 MGD, however, the demand from the Aventine plant is anticipated to be around 2 MGD. This leaves roughly 200,000 gallons per day for other uses, which would be adequate water capacity to accommodate residential growth and should be adequate for any small commercial and industrial growth.

### 3. LIQUID WASTE TREATMENT AND COLLECTION

#### a. Sewage Treatment Plant and Capacity

The Mount Vernon Sewage Treatment Plant is located to the southwest of the city along Old Highway 69 South. The plant has a design capacity of 4.16 million gallons per day (MGD). The current average daily flow at the

plant is approximately 2 MGD. There is ample capacity at the plant for the population increase anticipated over the next 20 to 30 years.

## b. Sewage Collection System

The City of Mount Vernon provides the sewage system to all residents of incorporated Mount Vernon as well as a few locations outside of the city. The Southwind Maritime Center and Bristol Meyers located east of the city and a few industrial uses west of the city are also on the city's sewage system. The system is a combined wastewater and storm water collection system. The city has had overflow problems with the combined sewer and has overflow discharge locations at Sawmill Street, Mill Creek and at the sewage treatment plant. Figure 26 shows the sanitary sewer lines and Figure 27 shows the storm sewer lines.

Sewage treatment rates are based on volume of water used by each sewage user or a minimum charge based on the size of the water meter connecting the user to the city's water system, whichever is greater. Rates for metered users outside of the corporate limits of Mount Vernon are increased by an additional 25 percent above the rate applied, either the volume of water used or the minimum charge based on the size of the water meter. The city's sewage rates from the City Code are listed below.

### 1. Charges based on volume of water used:

Consumption per Month	Rate per 1,000 Gallons
First 10,000 gallons	\$5.13
Next 25,000 gallons	\$4.79
Next 65,000 gallons	\$4.49
Next 100,000 gallons	\$4.11
Next 300,000 gallons	\$3.79
Next 500,000 gallons	\$2.77
Over 1,00,000 gallons	\$2.05

### 2. Charge based upon water meter size:

Meter Size	Gallons	Minimum Charge per Month
-inch meter	2,500	\$12.83
¾-inch meter	2,500	\$12.83
1-inch meter	4,200	\$21.55
1¼-inch meter	6,700	\$34.37
1½-inch meter	8,300	\$42.58
2-inch meter	13,000	\$65.67
3-inch meter	25,000	\$123.15
4-inch meter	41,700	\$201.13
6-inch meter	83,300	\$387.92
12-inch meter	358,300	\$1,473.86

### c. Sanitary System Improvements

The only major issue with the sanitary sewer system is the overflow issues related to the combined wastewater and storm water system. The system originally had four overflow locations, but the Canal Street overflow has been eliminated. The overflow at Sawmill Street is anticipated to be eliminated by the end of 2009. The other two overflows, at Mill Creek and at the sewage treatment plant, will not be eliminated. Although two of the four overflows will be removed, the 10 year-one hour storm event treatment will still be provided.

### 4. STORM WATER DRAINAGE

The storm water system in Mount Vernon is combined with the sanitary sewer system. As mentioned previously, this has caused some issues with overflow. There are three existing overflow locations at Sawmill Street, Mill Creek and at the sewage treatment plant. The overflow at Sawmill Street will be eliminated by the end of 2009.

### 5. OTHER UTILITIES

Electricity and natural gas are both provided by Vectren in Mount Vernon. Comcast, Insight, WOW, AT&T, and Verizon all provide television, internet, and phone service to Mount Vernon.

### 6. SOLID WASTE DISPOSAL

Curbside trash pick-up is available in Mount Vernon through the Department of Sanitation. They also collect appliances and other metal items every Friday. All other trash items not collected with the normal trash can be picked up for a minimum fee of \$20 and up to \$40 for one ton by truck.

Curbside recycling is also available in Mount Vernon. Newspaper, cans, plastics, glass, magazines and household paper are accepted through the curbside recycling program. Additional recyclables not collected curbside can be taken to the Posey County Solid Waste District's Mount Vernon Recycling Center at the corner of Lower New Harmony Road and Brown Street. They accept mercury and mercury containers, plastic bags, textiles (useable clothing, purses, linens, belts, paired shoes, stuffed toys), hard and paperback books, magazines, catalogs, office paper, corrugated cardboard, used motor oil, oil filters, paints solvents, antifreeze, batteries, scrap metal (including appliances), five gallon buckets, and six-pack rings.

## D. COMMUNITY FACILITIES

### 1. INTRODUCTION

Community facilities are the recreation, education, government, medical, institutional and cultural facilities that provide services and amenities to the residents of Mount Vernon and the immediate area. These facilities provide essential services as well as other services that affect the quality of life in the community.

### 2. RECREATION FACILITIES

#### a. Existing Facilities

There are five parks located in Mount Vernon. Brittlebank Park is the largest of the five parks. It includes Brittlebank Pool, four baseball fields, four lighted tennis courts, three shelter houses, a pond, and playground equipment. The park is open daily from 6:00 am to 11:00 pm. Brittlebank Pool, the city's only public pool, is open from Memorial Day to the start of school. The park covers close to 60 acres.

Figure 26: Sanitary Sewer System

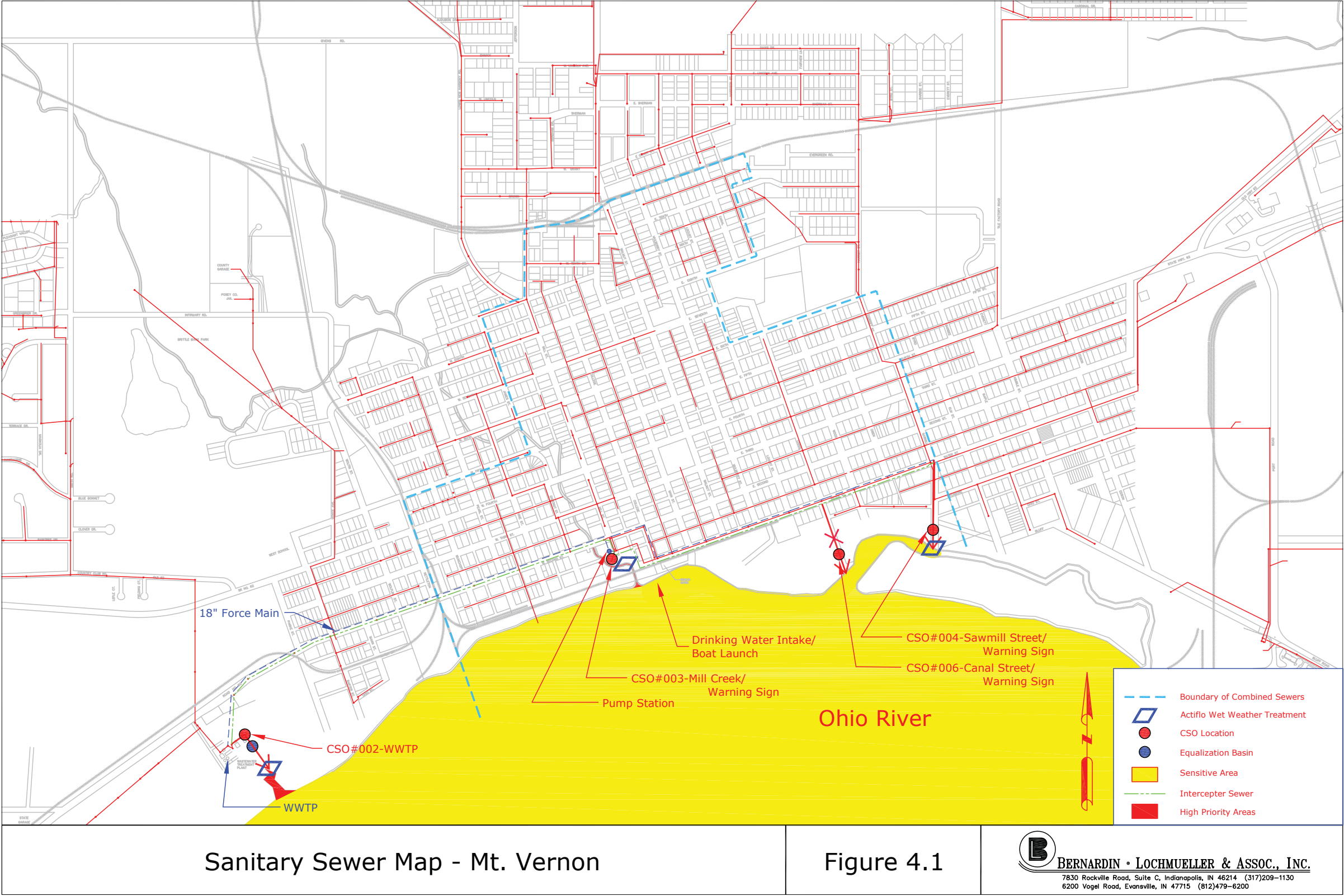
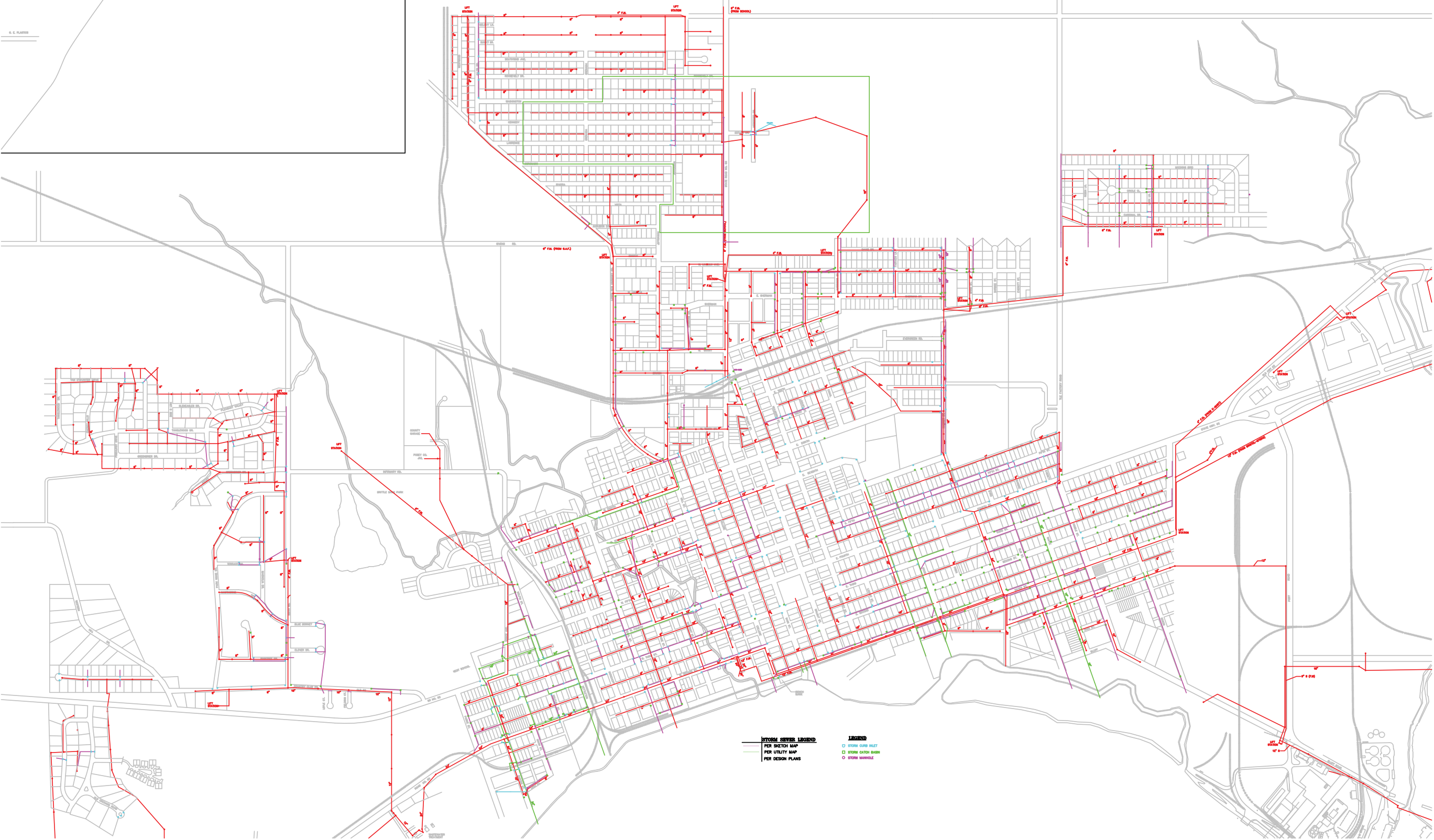




Figure 27: Storm Sewer System



Fairview Park is located on the city's northeast side at a dead end of Fairview Drive to the south of Sherman Street. This neighborhood park includes playground equipment and a half-court basketball court. The park covers approximately 2.5 acres.

Kimball Park, on the southeast side of the city, is another neighborhood park. It is located at the corner of Kimball Street and Sycamore Street. This park includes a playground, swing set, and park benches. The park is approximately 0.5 acres in size.

Kiwanis Park is located on the city's west side, just east of Brittlebank Park. This park includes a baseball field and a half-court basketball court. It is also home to the Senior Citizens Center of Mount Vernon. This park covers approximately five acres.

Sherburne Park, in downtown, is a waterfront park on the Ohio River. It is located south of Water Street between College Avenue and Main Street. This park is for more passive recreational purposes with several park benches, picnic tables and a shelter. The park also includes playground equipment. Parking is available next to the river along with a boat ramp. The shelter, benches, picnic tables and playground equipment cover a little more than one-half of an acre. Including parking, the boat ramp and an open area next to the boat ramp, the entire park covers about two acres.

There is also a playground located behind the Alexandrian Library. The playground is located at the corner of College Avenue and 6th Street. It includes a large play structure and several swings. The playground covers approximately one-fourth of an acre.

Figure 28 shows the location of all of the parks in Mount Vernon, as well as recreational areas located just outside of Mount Vernon. The Jaycees Athletic Fields are located next to the Posey County Sheriff's office and include multiple soccer fields. There are also two private nine-hole golf courses just beyond the Mount Vernon city boundary. The County Mark Golf Course, located just to the northwest of the city boundary, is used by employees of the County Mark refinery. The golf course at the Western Hills Country Club, just west of the city boundary, is a par 35 course and was opened in 1960.

Figure 28 also shows the location of the schools in Mount Vernon. Every school has playground equipment, basketball courts, baseball/softball fields or other equipment located on site. Some of this equipment is available for public use during non-school hours. Hedges Central Elementary School and West Elementary School have several ball courts, playground equipment and open space that is open to the community after school hours. The open space at West Elementary is used as a soccer field. Mount Vernon Junior/Senior High School has baseball fields, a football field, a track, tennis and basketball courts, and a pool. The pool and most of the other facilities outside are not open to the public.

In 2007, a Mount Vernon riverfront plan was created by Green 3, LLC + NINEbark, Inc. The plan shows the riverfront park extending along the bank of the Ohio River from College Avenue to Locust Street. The plan incorporates several different areas, such as a landing/wharf that provides anchorage for tow boats and steamboats and an open lawn area with stepped seating for playing or relaxing. Trails and a marina would also be located on the waterfront, offering many forms of recreation. There has also been space reserved for festivals and marketplaces. Figure 29 and Figure 30 show the proposed plan.

## b. Park Land Standards

Parks are functionally classified according to the population they serve: neighborhood, community or regional.

Neighborhood parks are oriented toward the surrounding neighborhood, and provide a multi-purpose area with playground facilities for young children, court sports (e.g., basketball, tennis, volleyball) for older children and

picnic areas within walking distance of where they live. Neighborhood parks focus on active recreation facilities for abutting residential areas, but also address passive recreation activities such as walking, picnicking, sitting and viewing. For neighborhood parks, the service area radius is one-quarter mile (1,320 feet) reflecting an acceptable or convenient walking distance for 85 percent of the people. For access by bicycle, the park service radius may be increased to one-half mile which is also the maximum walking distance. The National Recreation and Park Association suggests that a community should have at least 1.25 to 2.5 acres of neighborhood parkland per 1,000 people. Kimball Park is the smallest of the three neighborhood parks in Mount Vernon with approximately 0.5 acres. Fairview Park, on the city's northeast side is 2.5 acres. Sherburne Park, on the river in downtown Mount Vernon covers about two acres.

Community parks provide for the recreational needs of the larger community and include field sports facilities (e.g., baseball, softball, football and soccer fields) in addition to the facilities commonly found at neighborhood parks. Community parks also focus on active recreation facilities for the community, but may also have some passive recreation facilities. For community parks, the service area radius is one-quarter mile for playground and court sports facilities, and one to two miles for field sports activities. One-half mile is considered the upper limit for walking and is considered a convenient biking distance to recreational facilities. Greater distances involve the automobile as the primary means of access. Community parks may include community centers, indoor gyms, outdoor stages and swimming pools as well as major picnic facilities. The National Recreation and Park Association suggests that a community should have five to eight acres of community parkland per 1,000 people. There are two community parks located in Mount Vernon. Kiwanis Park, on the city's west side covers just over five acres. Brittlebank Park, the largest park in Mount Vernon covers nearly 60 acres and is located just a couple of blocks west of Kiwanis Park.

Regional or metropolitan parks address outdoor recreation activities such as picnicking, boating, fishing, swimming, camping and hiking. These parks concentrate on passive and active recreation facilities that are unique to the region. The primary means of access to regional parks is by motor vehicle. Regional parks contain 200 or more acres and are required to have five to ten acres per 1,000 people. The National Recreation and Park Association suggests that a community should desirably have 15 to 20 acres of regional/metropolitan parkland per 1,000 people.

Regional or metropolitan parks apply to entire counties or large cities. Therefore, only neighborhood and community parks are relevant to Mount Vernon. Regional parks must be provided by larger jurisdictions such as the county or state. The Hovey Lake State Fish and Wildlife Area, the Twin Swamps Nature Preserve and Harmonie State Park provide regional parkland for Mount Vernon's residents.

### **c. Recreation Facility Standards**

In addition to the total land area of parks and their location relative to the population, there are specific standards for the number and type of recreational facilities within a community. These standards are listed in Table 3.

### **d. Park Land Adequacy**

The National Recreation and Park Association suggests that a community should have at least five to eight acres of parkland per 1,000 people. With a projected 2030 population of 7,626 people, Mount Vernon would need 38 to 61 acres of parkland. Serving as Mount Vernon's community park, Brittlebank Park covers nearly 60 acres, including the pool and surrounding forest land. The Jaycees Athletic Fields across from Brittlebank Park, although not within city limits, also adds approximately seven acres to the available parkland. This is sufficient community park space for the projected 2030 population.

The National Recreation and Park Association also suggests that a community should have 1.25 to 2.5 acres of neighborhood parkland per 1,000 people. With a projected 2030 population of 7,626, Mount Vernon would



Figure 28: Parks and Recreational Areas

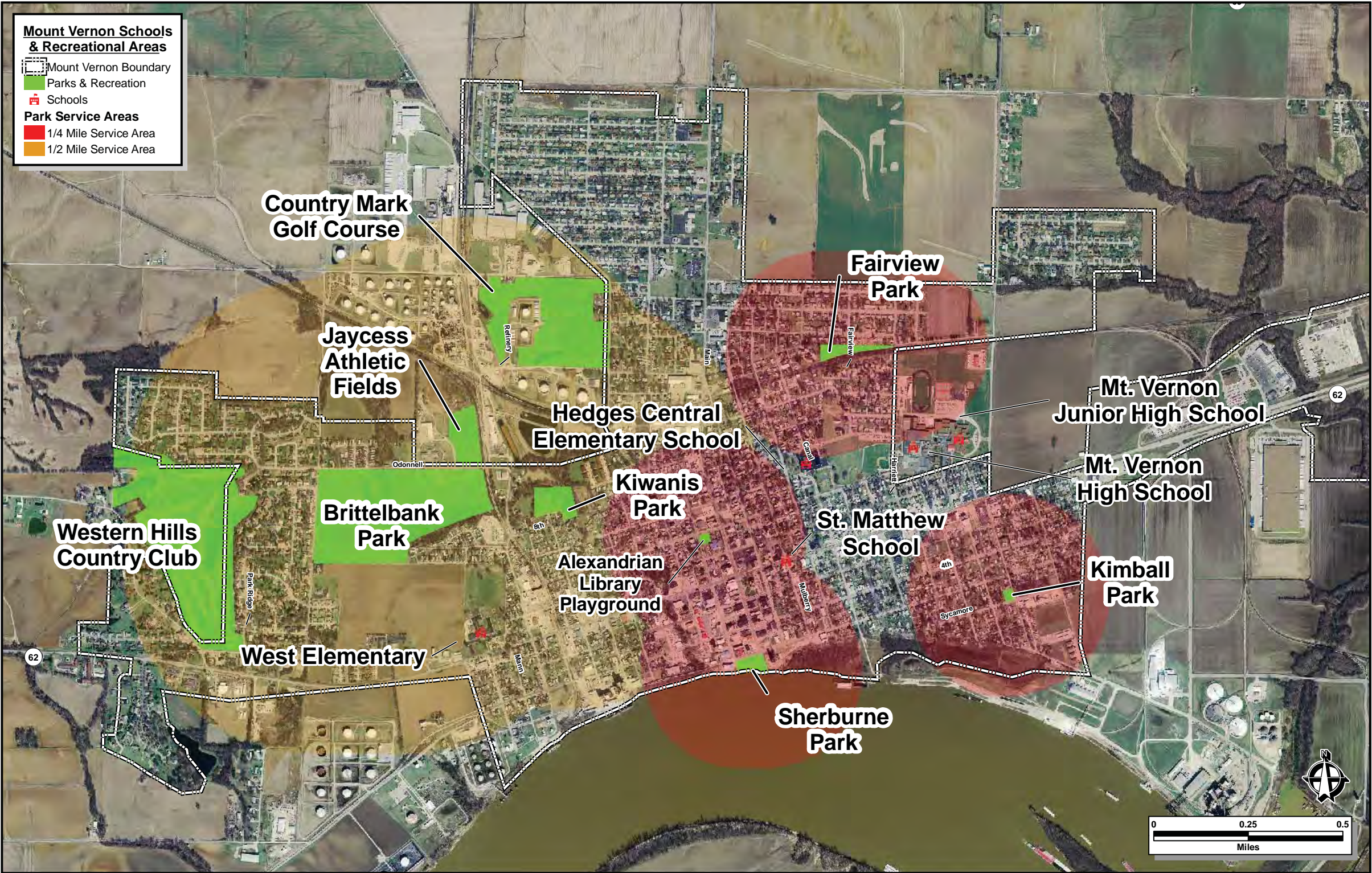
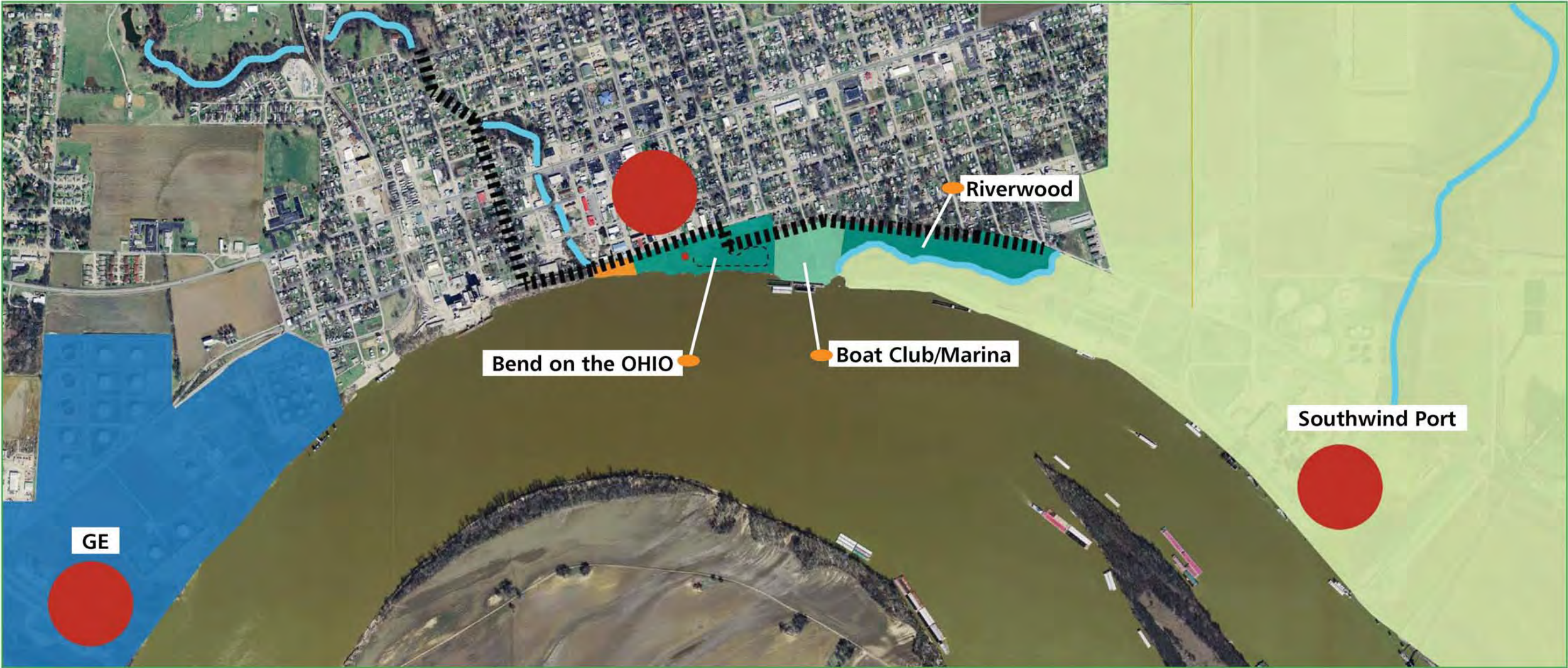




Figure 29: Riverfront Park Plan



Source: Green 3, LLC + NINEbark, Inc.



Figure 30: Riverfront Park Plan



Source: Green 3, LLC + NINEbark, Inc.



need nine to 19 acres of neighborhood parkland. Mount Vernon has more than 10 acres of neighborhood parkland including Fairview Park, Kimball Park, Kiwanis Park and Sherburne Park. The existing neighborhood park space is adequate for the projected population. However, Kimball Park at 0.5 acre is substandard in size for a neighborhood park because it lacks sufficient space for court sports for older children and pick areas for families. Further, a park at only 0.5 acre is not cost-effectively maintained.

#### **e. Park Location Adequacy**

The four neighborhood parks are scattered in different areas of the city making them accessible to a high percentage of the population. Brittlebank Park is located on the city's west side making it more convenient to residents living on that side of the city. However, because of Mount Vernon's size, the community park is within two miles of the city's entire population. Additional community parkland on the city's east side could be beneficial, but allowing public use of the facilities at Hedges Central Elementary School, Mount Vernon Junior High School, and Mount Vernon High School would be sufficient.

However, Kimball Park is substandard in size and land-locked. Thus, a larger neighborhood park appears to be needed on the east side.

#### **f. Park Facility Adequacy**

In addition to park acreage, different recreational facilities are needed for a specific amount of people. Table 3 lists the facilities needed for specific populations. With a 2006 population of 7,186 and a 2030 population of 7,626, Mount Vernon needs at least one badminton court, one basketball court, three tennis courts, one volleyball court, and one baseball field. Brittlebank Park includes some of these. The park has four tennis courts and four baseball/softball fields. Kiwanis Park also has a baseball/softball field along with a half-court basketball court. Fairview Park also has a half-court basketball court. There are no badminton or volleyball courts at any of the parks, but open space would allow individuals to bring their own net.

Mount Vernon also has facilities that are intended for larger communities. One swimming pool should be provided for every 20,000 people. Brittlebank Park has a swimming pool open to the public. Soccer fields should be provided for every 10,000. Jaycees Park has two soccer fields and West Elementary has one soccer field. Open space at Brittlebank Park and Fairview Park may also provide enough space for a soccer game.

### **3. EDUCATIONAL FACILITIES**

The corporation offices of the Metropolitan School District (MSD) of Mount Vernon are located on the city's west side at the corner of Fourth Street and Mann Street. The corporation includes four elementary schools, a junior high school and a high school (see Figure 28). The high school, junior high school and two of the elementary schools are all located in Mount Vernon.

West Elementary School is located on the city's west side on Fourth Street across from the school corporation offices. It is a kindergarten through fifth grade school. The school and surrounding recreational facilities cover just over 15 acres. It includes playground equipment, ball courts and a soccer field which can be used by the public after school hours. The school began a remodeling project in 2007.

Hedges Central Elementary School is located on the city's east side at the corner of Eighth Street and Locust Street. It is a pre-kindergarten through fifth grade school. The school and surrounding recreational facilities cover approximately 18 acres. It includes playground equipment and ball courts which can be used by the public after school hours. The school was built in 1952, had an addition in 1966, and extensively remodeled in 1981.



The Mount Vernon High School and Mount Vernon Junior High are located together between Harriett Street and Tile Factory Road, north of Sixth Street. The Junior High covers grades sixth through eighth and the High School is for eighth grade through twelfth grade. Together, the schools and sports facilities surrounding the school cover nearly 50 acres. Most of the facilities around the school are fenced in and are not accessible to the public.

The other two elementary schools in the school district are Farmersville Elementary School and Marrs Elementary School. Farmersville Elementary School is located just north of Mount Vernon on SR 69. Marrs Elementary School is located east of Mount Vernon on SR 62.

According to the Indiana Department of Education, there were 2,531 students enrolled for the 2007-2008 school year in the six MSD of Mount Vernon schools. Mount Vernon High School had an enrollment of 879, and the Junior High had an enrollment of 613. West Elementary School had the highest enrollment of the four elementary schools with 280 students. Hedges Central Elementary had an enrollment of 267, and Marrs Elementary had an enrollment of 263. Farmersville Elementary was the smallest of the schools with an enrollment of 229.

In addition to the MSD of Mount Vernon, there is one private school in the city that is part of the Roman Catholic Diocese of Evansville. St. Matthew School is located at the corner of Fourth Street and Mulberry Street. It is a pre-kindergarten through fifth grade school. The school had 103 students enrolled for the 2007-2008 school year.

#### 4. GOVERNMENTAL FACILITIES

Mount Vernon is the county seat of Posey County and therefore includes both county and city governmental facilities. County governmental facilities are primarily located in downtown Mount Vernon at the courthouse square. The Posey County Courthouse is located between Fourth and Third Streets and Walnut and Main Streets. Across Third Street from the courthouse are the offices for many of Posey County's employees. The Posey County Sheriff's Office is located on Odonnell Road north of Brittlebank Park. The Posey County Highway Department is located behind the Sheriff's Office.

City Hall, the Mount Vernon Police Department and Mount Vernon Fire Department are all located next to each other at the corner of Main Street and Sixth Street. The Police Department and Fire Department are both located in older structures. The city hall is located in the historic Carnegie Library that became available upon construction of the new Alexandrian Library. New facilities for these departments may be of consideration in the future. The Mount Vernon Parks and Recreation offices and the Mount Vernon Water Department are both located downtown near the Ohio River. The Parks and Recreation offices are located on Main Street, south of Second Street. The water department is located on College Avenue, south of Second Street.

#### 5. MEDICAL FACILITIES

Mount Vernon includes medical facilities for several different needs. The Mount Vernon Medical Center is located on the city's west side on SR 62. Doctor David Julian is the physician at the Medical Center. It is open to the public from 8:00 AM to 5:00 PM Monday through Friday. Other medical facilities in Mount Vernon include the Mount Vernon Nursing and Rehabilitation center, the Southwestern Indiana Mental Health Center and Physical Rehab Services.

There are no hospitals or immediate/convenient medical care facilities in Posey County. The nearest facilities and hospitals are in Evansville. Deaconess Hospital and St. Mary's Medical Center are both hospitals with more than 400 beds within 20 miles. They are both certified Trauma Centers. There are also a few smaller specialty hospitals.

Table 3: Recreation Facility Standards

Activity/Facility	No. of Units per population	Service Radius	Location Notes
Badminton	1 per 5,000	1/4 - 1/2 mile	Usually in school, recreation center or church facility. Safe walking or bike access.
Basketball	1 per 5,000	1/4 - 1/2 mile	Same as Badminton. Outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings.
Handball (3-wall & 4-wall)	1 per 20,000	15-30 minutes travel time	4-wall usually indoor as part of multi-purpose facility. 3-wall usually outdoor in park or school setting.
Tennis	1 court per 2,000	1/4 - 1/2 mile	Best in batteries of 2-4. Located in neighborhood/community park or adjacent to school.
Volleyball	1 per 5,000	1/4 - 1/2 mile	Same as other court activities (e.g. badminton).
Baseball	1 per 5,000 Lighted: 1 per 30,000	1/4 - 1/2 mile	Part of neighborhood complex. Lighted fields part of community complex.
Field Hockey	1 per 20,000	15-30 minutes travel time	Usually part of baseball, football, soccer complex in community park or adjacent to high school.
Football	1 per 20,000	15-30 minutes travel time	Same as field hockey.
Soccer	1 per 10,000	1-2 miles	Number of units depends on popularity. Youth soccer on smaller fields adjacent to schools or neighborhood parks.
Golf-driving Range	1 per 50,000	30 minutes travel time	Part of a golf course complex. As separate unit may be privately owned.
¼ Mile Running Track	1 per 20,000	15-30 minutes travel time	Usually part of high school, or in community park complex in combination with football, soccer, etc.
Softball	1 per 5,000 (if also used for youth baseball)	1/4 - 1/2 mile	Slight differences in dimensions for 16" slow pitch. May also be used for youth baseball.
Multiple Recreation Court (basketball, volleyball, tennis)	1 per 10,000	1-2 miles	
Trails	1 system per region	N/A	
Golf 1. Par 3 (18-hole) 2. 9-hole standard 3. 18-hole standard	9-hole standard: 1 per 25,000 18-hole standard: 1 per 50,000	1/2 to 1 hour travel time	9 hole course can accommodate 350 people/day. 18 hole course can accommodate 500-550 people/day. Course may be located in community or district park, but should not be over 20 miles from population center.
Swimming Pools	1 per 20,000 (Pools should accommodate 3 % to 5% of total population at a time.)	15 to 30 minutes travel time	Pools for general community use should be planned for teaching, competitive and recreational purposes with enough depth (3.4m) to accommodate 1m and 3m diving boards. Located in community park or school site.

Source: Lancaster, R.A. (Ed.). (1990). *Recreation, Park, and Open Space Standards and Guidelines*. Ashburn, VA: National Recreation and Park Association.





## CHAPTER 4: COMMUNITY ISSUES

### A. COMPREHENSIVE PLAN COMMITTEE MEETING

On Wednesday, May 7, 2008 urban planners from Bernardin, Lochmueller and Associates, Inc. met with the Mount Vernon Comprehensive Plan Committee at the Mount Vernon City Hall. This meeting included a review of the comprehensive plan process, the content of the proposed plan and the schedule for preparation of the plan. Members of the Committee also reviewed and revised the proposed community survey which was sent to citizens of Mount Vernon. An exercise was also completed during the meeting to determine the growth and development issues of the city, and the results were used to develop the community survey. Each committee member was given a chance to list the issues they believed were important to Mount Vernon. The committee then scored these issues by importance. The top ten issues were included in the community survey, and a few more issues were added as survey size permitted. The Plan Committee ranked these issues as follows:

1. Completion and expansion of water filtration and distribution system. (score = 54)
2. Upgrade and expand wastewater system. (score = 30)
3. Improve city boat ramp and riverfront area. "Ohio River...great asset." (score = 29)
4. Control traffic flow, congestion issues especially concerned with heavy truck traffic. (score = 27)
5. Provide a new city government complex. (score = 24)
6. Encourage and increase retail businesses and personal services. (score = 22)
7. Plan for additional moderately priced housing growth in Mt. Vernon. (score = 21)
8. Increase downtown activities and events. (score = 11)
9. Develop minor needs, medical facility. (score = 10)
10. Encourage new "quality" industry (recognizing the port as an asset). (score = 9)
11. Preservation and renovation of historic buildings/districts gentrifying of these assets. (score = 7)
11. Make "gateways" to community more attractive (first impression). (score = 7)
11. Continue to update and enforce zoning regulations; uses should match zoning and vice versa. (score = 7)
12. Need people trails, bike trails and walkways. (score = 5)
13. Expand and/or improve public safety. (score = 4)
14. Construct a community center for recreational purposes. (score = 3)
14. Establish train traffic "no blow area." (score = 3)
15. Need parking in the downtown area. (score = 2)
15. Regulations on condos for city-approved designs. (score = 2)
15. Expand elderly living residences such as assisted and independent living dwellings. (score = 2)
16. Increase population. (score = 1)
17. Expand community meeting locations (for larger groups, public or private purposes). (score = 0)
17. Plan for and regulate manufactured home communities. (score = 0)
17. Upgrade sidewalks and improve handicapped accessibility to buildings. (score = 0)
17. Improve railroad crossing maintenance. (score = 0)
17. Improve parks' facilities. (score = 0)
17. Improve public perception. Investigate new means of communications..."educate the public." (score = 0)

## B. COMMUNITY SURVEY

As part of the Comprehensive Plan process, 3,942 surveys were sent out to residents of Mount Vernon through the Mount Vernon Democrat delivered Wednesday, May 28th. Residents were asked to fill out the survey and mail it back to Bernardin, Lochmueller and Associates, Inc. The surveys were collected from the following Thursday (May 29th) through June 30th 2007. The results of the surveys were used to determine community issues that need to be addressed in the Comprehensive Plan. Seven percent (258) of the surveys were completed and returned.

In addition to survey questions, individuals could include their own comments on the survey. Of the 258 surveys that were returned, 115 had additional comments. According to written survey comments, the top five issues were (in order):

1. Roadways/Traffic/Parking
2. Need for more recreation/more things for children and teens to do
3. Cleaning up eye sores
4. Developing the riverfront
5. Water, storm water and sewer issues

Other comments included issues such as housing, downtown revitalization, taxes, animal control, police protection, ordinance enforcement, sidewalks and trains.

Table 4 shows a list of issues from the survey, composite scores and percent agreement with the issues. Results and comments from the survey can be found in Appendix B and Appendix C.

## C. COMMUNITY LEADER INTERVIEW

In addition to the surveys, community leaders were contacted to do a phone interview regarding current and future growth in Mount Vernon. Community leaders are those persons representing one of eight interest groups including Real Estate, Developers and Builders, Civic Leaders, Education and Other Interest Groups.

Of the leaders selected to be interviewed, 17 people were available and agreed to discuss current and future growth in Mt. Vernon. In the various categories, the number of respondents equaled: three (3) from Industry, three (3) from Banking and Financial, one (1) from Real Estate, two (2) from Developers and Builders, four (4) from Civic Leaders, zero (0) from Education, one (1) from Religious, and three (3) from Other Interest Groups.

### 1. CURRENT ASSETS TO GROWTH AND DEVELOPMENT

Seven respondents considered the river an asset as well as the potential to develop the riverfront. Rail and port access were valued by three respondents. Other respondents feel the city's proximity to Evansville is an asset as well as its central location in the Midwest. Five respondents mentioned the quality of the workforce and two mentioned the increased quality of life. Several respondents feel the quality of the school system and the library are assets. Two respondents also appreciated recent willingness among leadership to embrace change. Other assets mentioned include: proximity to universities, improved highways, land availability, improved courthouse square, existing industry and their contribution to the tax base, as well as natural resources and a commitment to market the area by the Chamber of Commerce.

### 2. CURRENT OBSTACLES TO GROWTH AND DEVELOPMENT

Concern over the condition of the sewer and utility received the most mention among respondents when asked about obstacles to growth. Six people felt the sewer problem was an impediment to growth. Infrastructure in

Table 4: Community Survey Results

	Composite Score	% Strongly Agree	% Somewhat Agree	% Somewhat Disagree	% Strongly Disagree	Did not respond
<b>Strongly Agree (1.0 - 1.5)</b>						
Mt. Vernon should encourage and increase retail businesses and personal services.	1.2	78.3%	17.1%	1.9%	0.4%	2.3%
Mt. Vernon should complete and expand the city's water filtration and distribution system.	1.3	70.2%	21.3%	1.6%	0.4%	6.6%
Sidewalk improvements should be made where needed.	1.4	69.8%	24.0%	3.5%	1.6%	1.2%
Mt. Vernon needs to better address the problem of vacant buildings.	1.4	66.3%	26.0%	3.9%	0.8%	3.1%
Economic development needs to be promoted in Mt. Vernon.	1.4	65.5%	26.4%	1.9%	1.2%	5.0%
Mt. Vernon should encourage new quality industry (recognizing the port as an asset).	1.4	61.6%	29.5%	3.9%	1.9%	3.1%
Mt. Vernon needs to upgrade and expand the wastewater system.	1.4	58.9%	29.8%	3.1%	0.4%	7.8%
Storm water drainage facilities should be improved in Mt. Vernon.	1.4	58.1%	27.1%	5.8%	0.4%	8.5%
Mt. Vernon needs to address traffic flow, especially congestion and heavy truck flow.	1.5	58.9%	26.4%	8.5%	2.3%	3.9%
<b>Somewhat Agree (1.6 - 2.4)</b>						
Mt. Vernon needs to increase downtown activities and events.	1.6	55.0%	26.7%	10.9%	2.7%	4.7%
There is a need for additional recreational facilities in Mt. Vernon.	1.6	52.3%	32.6%	6.6%	2.7%	5.8%
A "minor needs" medical facility should be developed in Mt. Vernon.	1.7	48.4%	30.6%	14.7%	3.5%	2.7%
Mt. Vernon needs to expand elderly living residences such as assisted and independent living.	1.9	44.2%	44.2%	6.6%	1.2%	3.9%
Mt. Vernon should create bikeways and walkways throughout the city.	1.9	37.6%	36.4%	12.0%	8.1%	5.8%
Additional moderately priced housing growth should be planned for Mt. Vernon.	1.9	35.7%	41.5%	14.7%	3.9%	4.3%
Mt. Vernon needs to make gateways to the community more attractive.	1.9	35.7%	38.0%	14.0%	8.1%	4.3%
Improvements are needed at the city boat ramp and riverfront area.	2.1	27.9%	36.4%	16.7%	10.1%	8.9%
Mt. Vernon should pursue growth through annexation.	2.2	26.4%	31.8%	20.5%	12.0%	9.3%
Manufactured homes (factory assembled homes constructed after the federal Manufactured Housing Construction and Safety Standards of 1974, with sloped roofs and often set on a permanent foundation) are appropriate on lots in traditional single-family home areas.	2.2	23.3%	39.1%	18.6%	14.0%	5.0%
Manufactured homes should only be located in mobile home parks or subdivisions.	2.4	26.7%	24.0%	24.4%	20.2%	4.7%
<b>Disagree (2.5 +)</b>						
A new city government complex with fire, police and street department offices is needed.	2.5	14.0%	23.6%	30.6%	25.2%	6.6%



general was often mentioned, including concern for the condition of existing roads and the need for additional roads. There was also concern for the increased stress of truck traffic on transportation facilities and the prohibitive effect inadequate roads have on enticing new industry. Many respondents felt the city's close proximity to Evansville is an obstacle to growth. Three people felt small town attitudes lead to a lack of progress and two respondents cited political issues as obstacles. Housing concerns were also mentioned often. Some respondents cited a lack of housing in the high to middle price range, while others felt the lack of new housing encouraged area workers to live elsewhere. Two respondents felt there is a lack of available commercial property due in part to the proximity of the rivers to the south and west and agricultural land to the north. Other obstacles mentioned include: lack of an economic development organization, lack of an industrial park, lack of retail, limited parks and recreation, lack of leadership, and changes to the Chamber of Commerce. Some respondents commented on the number of high-income earners who work in Mt. Vernon but choose to live in Warrick or Vanderburgh County. Some attributed the trend to a perception that Mt. Vernon is blue-collar or unhealthy due to air quality and area industry.

### 3. DESIRES FOR FUTURE GROWTH

Concern over the sewer system translated into a desire for a solution among five respondents. The same number of people expressed a desire to develop the riverfront area. Three respondents desired additional entertainment and dining opportunities. Some respondents hoped for improvement to infrastructure, including an additional bypass. Other people desired an initiative to encourage residents to spend their money in Mt. Vernon, and improved occupancy in downtown. Other desires included: a mixed use of agriculture, industrial and commercial properties, low-polluting employers as well as high-paying jobs, diversity in the economic base, as well as increased residency and recreation. Additional respondents felt Mt. Vernon would benefit from developing a niche identity like Newburgh and New Harmony. One respondent felt the identity could be based on agriculture and used the Posey County melon as an example. A ferry to Kentucky and an airport also made the list of desires. Another respondent asked that leaders move past finger-pointing and focus on progress.

## CHAPTER 5: FUTURE VISION

### A. INTRODUCTION

#### 1. FUTURE VISION

The future vision for the physical development of Mount Vernon for the year 2030 is reflected in the policy and objectives statements (and associated development review guidelines) of the community. These policies, objectives and guidelines serve as the basis for developing and evaluating future land use patterns for the community, and as the basis, in conjunction with the Future Land Use Map, for determining consistency of proposed development and infrastructure investments with the Comprehensive Plan.

#### 2. DEVELOPMENT OF THE VISION

With the assistance of the Comprehensive Plan Steering Committee, the future vision for Mount Vernon was developed through a community survey, interviews of community leaders, a general public meeting, and written public comment. The initial input of the Comprehensive Plan Steering Committee, community survey and community leader interviews helped identify growth and development issues of concern unique to Mount Vernon. These are documented in Chapter 4 of the “Community Profile” Report.

### B. POLICIES AND OBJECTIVES STATEMENTS

Many people think of a comprehensive plan as only a future land use map. While a future land use map may be one of the end products of the comprehensive plan, it is not the foundation of the comprehensive plan. Throughout the Midwest (including Indiana and surrounding states), the foundation for the comprehensive plan is the future vision for the community as expressed in goals, objectives, principles, policies or guidelines. The Indiana state enabling legislation for comprehensive planning (I.C. 36-7-4-500) implicitly recognizes that a plan must be more than a map.

A well-designed plan is based on a set of objectives and policies. It is this collection of objectives and policies that is essential to good planning, not the map. Indiana’s planning enabling statute recognizes this fact by requiring only three elements in a comprehensive plan. Indiana Code 36-7-4-502 states:

“A comprehensive plan must contain at least the following elements:

1. A statement of objectives for the future development of the jurisdiction.
2. A statement of policy for the land use development of the jurisdiction.
3. A statement of policy for the development of public ways, public places, public lands, public structures and public utilities.”

Governed by a well-enunciated set of objectives and policies, development decisions will be made in a predictable, orderly manner. While these objectives and policies are the foundation for the Mount Vernon Comprehensive Plan, the Plan includes several other elements (including a land use development plan or future land use map, a transportation/thoroughfare plan, a utilities plan, a community facilities plan, an open space and recreation plan, and an environmental plan) to assist in the interpretation and application of the objectives and policies. These additional elements of the comprehensive plan are expressly permitted by Indiana Code 36-7-4-502 and 506.

In determining consistency of a development proposal with the comprehensive plan, the Mount Vernon Comprehensive Plan establishes two tests: Consistency with the future land use map and consistency with development guidelines. If the first test fails, the second test becomes paramount as the development guidelines are an expression of the development objectives and policies of the community.

The development policies and objectives that follow have been drafted to reflect the input of the community as expressed by the community survey, community leadership, Comprehensive Plan Steering Committee, and public comments expressed through workshops and hearings during the process.

### 1. VISION STATEMENT

We believe in quality of life for Mount Vernon residents, protecting integrity while ensuring safety in neighborhoods. To provide excellent service and cost-effective municipal government.

### 2. LAND USE DEVELOPMENT POLICY

In implementing this Comprehensive Plan, the land use development policy of Mount Vernon is to foster orderly growth and development that expands future employment opportunities and meets living needs of all people while maintaining the integrity of Mount Vernon as a small city and protecting its unique natural and manmade environmental assets. Economic development opportunities will be encouraged to expand job opportunities in and around Mount Vernon, building on the transportation assets of the Interstate system, SR 62, rail and the Ohio River. This policy will encourage the establishment and expansion of commercial facilities in an orderly and safe manner that reinforces downtown revitalization efforts while serving the needs of residents and visitors. This policy will promote land use practices designed to continue development of Mount Vernon as a desirable place to live and work. This policy encourages residential development that provides the appropriate mix of housing opportunities for all ages and incomes. Development will be encouraged to make the most efficient use of existing and planned infrastructure. The unique historic and natural assets of the community will be preserved and enhanced for the enjoyment of the community and to strengthen economic development opportunities associated with tourism. In particular, the restoration of Mount Vernon's historic link to the Ohio River as a physical and visual asset for residents and visitors is deemed of great value by the community.

### 3. COMMUNITY INFRASTRUCTURE POLICY

In implementing this Comprehensive Plan, the community infrastructure policy of Mount Vernon is to develop public ways, public places, public lands, public structures and public utilities necessary to assure orderly and cost-effective development and to ensure the continued high quality of life for all citizens while protecting Mount Vernon's historic heritage and its natural and scenic beauty. This policy promotes infrastructure improvement practices that emphasize maintenance and enhancement of existing facilities, and the expansion of facilities only when such an expansion addresses a specific need (such as the creation of marketable commercial and industrial sites for expanded employment opportunities) and improves the overall cost-effectiveness of the particular public infrastructure system (whether roads, sewers, waterlines, stormwater drainage, recreation facilities, etc.). Adequate infrastructure is necessary for all new and expanded development, and new development is to bear the cost of infrastructure improvements that it necessitates whenever possible. Finally, the community should ensure infrastructure decisions enhance community excellence in education and recreation.

### 4. GOALS AND OBJECTIVES FOR FUTURE DEVELOPMENT

#### **Goal 1 (Economic Development):**

Enhance economic development opportunities in areas appropriate for the expansion of commercial and industrial uses.

**Objective 1.1:** Encourage new quality industry to develop in Mount Vernon by promoting the assets of the Southwind Maritime Centre on the Ohio River, Interstate 64 and rail.

- Objective 1.2:** Provide incentives to encourage the reuse of vacant industrial and commercial structures and properties within and adjacent to Mount Vernon in a manner compatible with surrounding uses.
- Objective 1.3:** Encourage commercial development in downtown Mount Vernon.
- Objective 1.4:** Encourage industrial development around Mount Vernon, near the Ohio River, SR 62, SR 69, and in the Southwind Maritime Centre.
- Objective 1.5:** Provide the adequate infrastructure to existing and proposed industrial and commercial sites to ensure suitable sites for immediate development (shovel ready sites).
- Objective 1.6:** Promote the numerous transportation opportunities around Mount Vernon (I-64, SR 62, SR 69, the Ohio River, and rail lines) to attract new development.
- Objective 1.7:** Identify and preserve industrial sites for business expansion, relocation and attraction.
- Objective 1.8:** Develop a comprehensive, cooperative (all levels of government, all local government and the public and private sectors) and continuing economic development program to retain and attract businesses with shovel-ready sites and supporting business infrastructure.

## **Goal 2 (Housing):**

Ensure residential development that is compatible with existing residential areas, consistent with the small city character, preserves property values, provides opportunities for affordable housing and serves all age groups.

- Objective 2.1:** Encourage the development of additional moderately priced housing in and around Mount Vernon.
- Objective 2.2:** Encourage new housing development by permitting innovative housing types and designs that encourage infill housing on vacant lots and that are compatible with surrounding land uses.
- Objective 2.3:** Facilitate the provision of housing for the aging population by permitting a mixture of housing types in residential developments ranging from apartments to assisted living quarters to nursing homes.
- Objective 2.4:** Locate mobile homes (manufactured homes on a chassis that are not placed on a permanent foundation or may not exceed 16 feet in width or have a flat roof) in mobile home parks or subdivisions with appropriate screening and buffering to ensure compatibility with surrounding land uses (particularly traditional single-family detached housing).
- Objective 2.5:** Permit manufactured homes and modular homes on lots in traditional single-family detached home areas provided the structures are compatible with surrounding homes by ensuring such homes have a floor area, a permanent foundation, sloped roof with overhangs and other design features that give the appearance of a site-built home.
- Objective 2.6:** Permit new homes on lots in residential historic districts provided the new structures are compatible with surrounding homes relative to number of stories.



**Objective 2.7:** Address decaying and blighted residential properties through a combination of incentives (such as low cost housing rehabilitation loans) and enforcement (such as building and property condition enforcement targeted at absentee property owners) to ensure sensitivity to the economic capacity of the property owner.

**Objective 2.8:** Ensure affordable housing by allowing a mixture of housing types and designs that are compatible with surrounding homes.

### **Goal 3 (Business Uses):**

Ensure industrial, commercial and office uses that are consistent with the small city character, provide convenience goods, services and jobs to residents, and are highly accessible to residential areas.

**Objective 3.1:** Encourage the development of additional retail businesses and personal services so that residents do not have to leave Mount Vernon for common necessities.

**Objective 3.2:** Address deteriorated or abandoned commercial properties through a combination of incentives (such as low cost rehabilitation loans and infrastructure improvements) and enforcement actions (such as building and property condition enforcement targeted at absentee property owners).

**Objective 3.3:** Provide incentives to retain and assist in the expansion of existing businesses in Mount Vernon.

**Objective 3.4:** Encourage the reuse of vacant industrial, commercial and office structures and properties in a manner compatible with those communities.

**Objective 3.5:** Ensure the preservation of prime industrial sites for the retention and attraction of businesses with adequate infrastructure.

**Objective 3.6:** Encourage the location of neighborhood businesses providing convenience goods, professional services and personal services for easy access while ensuring compatibility with surrounding residential uses and avoiding disruption of the residential character.

**Objective 3.7:** Ensure the compatibility of existing and future business uses with surrounding land uses, particularly residential and institutional (public or quasi-public) uses.

**Objective 3.8:** Place an emphasis on downtown revitalization efforts in the preservation, attraction of businesses, the marketing of structures and commercial activities, the provision of amenities (parking, lighting, signing and streetscape), the provision of incentives for business and structure investment, and the assistance of business support activities.

### **Goal 4 (Environment):**

Protect manmade and natural environmental features (particularly the Ohio River) in Mount Vernon and the surrounding area that contribute to the historic, natural and small city character.

**Objective 4.1:** Continue to support and build upon riverfront revitalization efforts to strengthen the physical and visual linkage of downtown Mount Vernon and its residential neighborhoods to the Ohio River and to facilitate the use of the riverfront and river access by the community and visitors.

**Objective 4.2:** Determine the status of ownership of blighted/decaying properties and work with owners to enhance the appearance of these properties.

**Objective 4.3:** Preserve the economically viable historic structures in Mount Vernon.

**Objective 4.4:** Facilitate the adaptive reuse of blighted/decaying historic structures, especially in downtown Mount Vernon, through incentives (low interest rehabilitation loans, historic structure tax reductions, infrastructure improvements) while ensuring the reuse is compatible with surrounding land use.

### **Goal 5 (Transportation):**

Preserve and enhance existing transportation corridors in and around Mount Vernon while providing new corridors to address congestion, to facilitate goods movement and to stimulate economic growth.

**Objective 5.1:** Improve sidewalks where needed and add bikeways and sidewalks where appropriate to ensure separation of pedestrians and vehicles, especially near high traffic roadways.

**Objective 5.2:** Preserve and construct new roadway corridors such as the western extension of the Mount Vernon Bypass from Industrial Drive to the western junction of SR 69 at SR 62 and the extension of Lamont Road from the eastern junction of SR 69 at SR 62 to the Southwind Maritime Centre to relieve congestion, facilitate goods movement and foster economic growth.

**Objective 5.3:** Enhance pedestrian access to neighborhood facilities by ensuring sidewalks are available to all residents.

**Objective 5.4:** Ensure that all existing and future sidewalks are accessible to the handicapped.

**Objective 5.5:** Promote the numerous transportation opportunities around Mount Vernon (SR 62, SR 69, the Ohio River, and rail lines) to attract new businesses and industries.

**Objective 5.6:** Consider alternatives that will address traffic flow in the city and relieve congestion and heavy truck flow through the center of Mount Vernon.

**Objective 5.7:** Encourage the development of bikeways and walkways throughout the city, including linkages to other communities, to state parks and natural areas and to other counties consistent with the adopted Illinois and Indiana Bikeway and Trail Plans.

**Objective 5.8:** Continue to provide adequate maintenance of local street surfaces.

### **Goal 6 (Utilities):**

Ensure adequate availability of a sanitary sewer system, water distribution system, stormwater facilities and other utilities for existing development while taking advantage of new growth opportunities that strengthen the economic performance of the public utilities and that support economic development initiatives.

**Objective 6.1:** Consider expansion of the city's water filtration and distribution system to ensure the system is adequate for existing businesses and residents and provides residential capacity to accommodate anticipated future development.

- Objective 6.2:** Take advantage of new development tap-ins and minor main extensions to the water distribution system that improves the economic performance of the drinking water system.
- Objective 6.3:** Consider upgrading and expanding the city’s wastewater system to ensure the system is adequate for existing businesses and residents and provides residential capacity to accommodate anticipated future development.
- Objective 6.4:** Examine the financial policies regarding sanitary sewer and water line extension tap-ins and lateral line extensions to ensure new development pays its own way; and examine rates on an annual basis to ensure sufficient revenues to operate and maintain existing capital investments.
- Objective 6.5:** Perform an annual review of sewer and water rates to ensure adequate short and long term revenue, to operate and maintain the existing sewage and potable water systems.
- Objective 6.6:** Ensure that the city has appropriate natural or manmade drainage systems to adequately accommodate stormwater flows in all parts of the city.
- Objective 6.7:** Prohibit the connection of stormwater runoff facilities into the sanitary sewer system, and require the separation of sanitary sewers and stormwater drains for all new or reconstructed developments.
- Objective 6.8:** Examine the adequacy of the flood protection facilities along the Ohio River and define appropriate actions to address deficiencies.

**Goal 7 (Recreation):**

Preserve and enhance the parks and recreational facilities serving the residents of Mount Vernon.

- Objective 7.1:** Encourage businesses that provide recreational activities such as skating, miniature-golf, a movie theater, and a public golf course.
- Objective 7.2:** Ensure neighborhood parks are appropriately located to serve residential neighborhoods and are of adequate size to accommodate typical neighborhood park facilities and to be cost-effectively maintained.
- Objective 7.3:** Consider the addition of new facilities and activities at existing parks to meet Indiana Outdoor Recreation Standards.
- Objective 7.4:** Improve or add bikeways and sidewalks within parks and to residential neighborhoods and other community facilities.
- Objective 7.5:** Ensure neighborhood parks are appropriately located to serve existing and future major residential areas and are sufficient size to accommodate the full range of neighborhood park facilities and to be cost-effectively maintained.

**Goal 8 (Community):**

Ensure adequate availability of entertainment, recreation, services, and all necessities for all residents of Mount Vernon.

**Objective 8.1:** Increase activities and events in downtown Mount Vernon to make downtown more attractive for residents to visit.

**Objective 8.2:** Make improvements at the city boat ramp and riverfront area so that the river may become more of a focal point.

**Objective 8.3:** Encourage the addition of an urgent care facility in Mount Vernon that would provide care for minor emergencies that do not warrant a visit to the emergency room.

**Objective 8.4:** Make gateways into Mount Vernon more attractive and add gateways where needed.

**C. GUIDELINES**

In addition to the Land Use Development Policy Statement, the Public Infrastructure Policy Statement and the Development Objectives Statement, the following guidelines are to be used to determine consistency of the proposed development and infrastructure investment with the Comprehensive Plan.

**1. LAND USE DEVELOPMENT****a. Residential Uses**

R-1: Ensure new residential development is compatible with existing, abutting residential or non-residential development in size, height (not to exceed three stories), mass and scale.

R-2: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new residential development adjoins existing higher density residential uses or existing non-residential uses.

R-3: Encourage the design of new residential development to provide adequate lot sizes and shapes for housing, to preserve natural tree stands to the extent practical, to use natural drainage channels where possible, to discourage speeding and through-traffic on streets, and to provide amenities such as walkways, curbs, trees and vegetation.

R-4: Evaluate residential development on the basis of the following gross densities:

- Low: Up to four dwelling units per acre.
- Medium: Greater than four and up to eight dwelling units per acre.
- High: Greater than eight and up to 12 dwelling units per acre.

R-5: Limit residential development to the “low density” category when major access is not from a “collector” or “arterial” street or primary access passes through a “low density” residential area.



R-6: Limit residential development to the “medium” or “low” density category when the site has environmental constraints (wetlands, floodplains, steep slopes) other severe environmental limitations or a “collector” street is the highest available functional class for primary access to the site.

R-7: Locate “high” density residential development only where the major access point is to an “arterial” street and where the site is not affected by wetlands or within a floodplain, on steep slopes or affected by other severe environmental limitations.

R-8: Discourage dwelling unit densities in excess of 12 dwelling units per acre and structures in excess of three stories.

R-9: Limit “medium” and “high” density residential structure types to no more than 12 dwelling units per structure.

R-10: Prohibit new residential development in the 100-year floodplain.

R-11: Allow manufactured homes and modular homes on lots created in older areas provided such homes are on permanent foundations and are compatible in size, mass and character of adjoining residential development.

R-12: Permit new mobile homes (manufactured home on a chassis that is never placed on a permanent foundation, or does not exceed 16 feet in width, or has a flat roof) in mobile home parks or mobile home subdivisions with appropriate screening and buffering to ensure compatibility with surrounding land uses.

R-13: Encourage innovative residential developments that mix housing types and densities with appropriate screening and buffering to ensure compatibility with surrounding land uses.

R-14: Permit innovative housing types and designs that enable infill housing on vacant lots while remaining compatible with adjacent residential uses.

### **b. Office Uses**

O-1: Encourage the location of offices in planned commercial centers and planned office centers, and as transitional uses from residential to retail uses when the office use involves the conversion of a residential structure or any new structure that has the character of the abutting residential use relative to size (not to exceed 10,000 square feet), height (not to exceed two stories outside downtown), mass, scale, yards and parking to the rear or side.

O-2: Ensure office development is compatible with existing, abutting residential or other non-residential development in size, height (not to exceed two stories outside downtown), mass and scale.

O-3: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new office development adjoins existing residential uses or residentially zoned areas, or adjoins other existing non-residential uses.

O-4: Ensure office building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use or residential zone.

### c. Commercial Uses

C-1: Encourage the location of new commercial uses in planned centers, permit the expansion of existing commercial uses as long as the expansion is compatible with abutting uses, and permit the conversion of non-commercial structures to retail uses as long as the converted structure is compatible in character with abutting residential uses.

C-2: Encourage commercial uses serving residential areas (such as nondurable and convenient goods sales and personal services) to be located within or adjacent to residential areas.

C-3: Encourage commercial uses serving the greater community (such as durable goods sales, land-extensive uses, structures over 10,000 square feet and auto-oriented retail uses) to be located on “arterial” streets.

C-4: Ensure retail development is compatible with existing, abutting residential development or residentially zoned areas in size (10,000 square feet), height (not to exceed two stories), mass and scale.

C-5: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded commercial development adjoins existing residential uses or residentially zoned areas, or adjoins office uses.

C-6: Ensure commercial building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use or residential zone.

C-7: Limit outdoor storage and displays when commercial uses are adjacent to residential, office and other commercial uses.

C-8: Prohibit non-premises signs (i.e., billboards) in commercial and commercially zoned areas.

C-9: Locate businesses serving or selling alcoholic beverages away from residential uses and community facilities such as parks, schools, public buildings, medical facilities, churches and other public/quasi-public institutions.

C-10: Confine adult entertainment or the sale of adult materials to industrial zones with adequate separation from residential, public recreation uses (parks and playgrounds), educational uses (schools and daycare centers) and institutional uses (libraries, museums, churches, etc.).

C-11: Provide financial incentives and regulatory waivers to encourage the reuse and occupancy of structure in downtown Mount Vernon.

### d. Industrial Uses

I-1: Encourage the location of new industrial uses in planned industrial centers or adjacent to existing industrial areas; and permit the expansion of existing industrial uses as long as the expansion is compatible with abutting uses.

I-2: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded industrial development adjoins existing residential uses or residentially zoned areas, or adjoins other existing non-residential uses.

I-3: Ensure industrial building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining non-industrial use or zone.

I-4: Prohibit the outdoor display or storage of materials in areas zoned for light industrial use.

I-5: Confine the sale, repair and storage of trucks, trailers, modular homes, boats and farm equipment to industrial areas and zones.

### **e. Public/Quasi-Public Uses**

P-1: Locate or expand public and quasi-public facilities where there is a demonstrated need.

P-2: Ensure public/quasi-public development is compatible with existing, abutting residential development in size, height (not to exceed two stories), mass and scale.

P-3: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded public/quasi-public uses adjoin existing residential uses or residentially zoned areas.

P-4: Ensure public/quasi-public building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use or residential zone.

P-5: Give priority to the maintenance and improvement of recreation facilities at existing parks before acquiring additional park land.

P-6: Ensure the improvement of recreation facilities with a demonstrated need that serves the residents of Mount Vernon and that does not duplicate other facilities in Mount Vernon.

P-7: Improve pedestrian and bicycle access to and within existing parks, historic and nature areas.

P-8: Emphasize the expansion of existing parks over the acquisition of new parks to address the recreation needs of Mount Vernon residents.

P-9: Take advantage of opportunities to expand parkland when such parcels become available adjacent to existing parks, provided such parkland meets a demonstrated need and can be adequately developed and maintained.

P-10: Provide neighborhood parks that are accessible (1/4-mile walking radius and 1/2-mile biking radius) to community residents ensuring the parks are of a minimum size (at least two acres) to accommodate typical neighborhood recreational facilities and to facilitate park maintenance.

P-11: Consider the reuse of playgrounds and parks that lack sufficient size to accommodate typical neighborhood recreational facilities and are poorly located relative to the residential areas being served.

## **2. DEVELOPMENT INFRASTRUCTURE**

### **a. Transportation**

T-1: Ensure all development and land use changes are served by adequate streets that have the capacity to accommodate the site-generated traffic.

T-2: Provide for the movement of pedestrians through the provision of walkways and sidewalks for all new development; and enhance pedestrian access to educational and recreational facilities, to neighborhood serving retail and office uses, and to churches and other institutional uses.

T-3: Provide adequate right-of-way to accommodate required and anticipated roadway, walkway and bikeway improvements, utilities and landscaping through dedication; and is consistent with the functional designation and roadway cross section as defined by the Thoroughfare Plan.

T-4: Provide adequate access to, from and through development for the proper functioning of streets, walkways and bikeways, and for emergency vehicles.

T-5: Avoid the creation of streets or traffic flows for higher intensity uses through low intensity use areas.

T-6: Ensure adequate access control, location and design of driveways along arterial streets to reduce vehicle conflicts and to preserve traffic carrying capacity while providing access to abutting properties.

T-7: Provide adequate off-street parking and loading for the type and intensity of proposed uses and for the mode of access to the development.

T-8: Give preference to the preservation of existing transportation facilities over the construction of new, extended or expanded transportation facilities.

T-9: Give priority to the provision of roadway infrastructure to areas of vacant industrial structures or land when projects that involve new or expanded transportation facilities are evaluated.

T-10: Emphasize low-cost capital improvements to streets to improve safety and facilitate the flow of delivery and service trucks such as minor widenings of town thoroughfares and pavement widenings at corners.

T-11: Confine through-trucks to collector and arterial streets.

T-12: Develop a strategy to preserve and construct new roadway corridors to relieve congestion, facilitate goods movement and foster economic growth, including the western extension of the Mount Vernon Bypass from Industrial Drive to the western junction of SR 69 at SR 62 and the extension of Lamont Road from the eastern junction of SR 69 at SR 62 to the Southwind Maritime Centre.

## **b. Sewage Treatment and Collection System**

S-1: Maintain the existing sewage treatment plant and sewage collection system so that they can adequately accommodate existing development.

S-2: Ensure all development and land use changes are served by an adequate centralized sanitary sewer system that has the capacity to accommodate the magnitude and type of the site-generated liquid waste effluent.

S-3: Take advantage of opportunities to strengthen the economic performance of the sewage treatment and collection system through new development tap-ins and minor trunk line extensions.

S-4: Examine the rate structure of the sanitary sewer system on an annual basis to ensure sufficient revenues to operate and maintain the system.

S-5: Examine the financial policies regarding sanitary sewer tap-ins and lateral line extensions to ensure new development pays its own way.



S-6: Prohibit any new development involving on-site sewage treatment systems (septic tanks with lateral field, holding pits, etc.) with the exception of industrial pretreatment facilities.

S-7: Examine financial assistance programs for any low- and moderate-income households on septic systems to connect to a centralized sewer system.

S-8: Continue the Sanitary Sewer Improvement Program to eliminate combined sewage and stormwater sewer lines and combined sewer overflows to streams and rivers.

### c. Potable Water Treatment and Distribution System

W-1: Ensure the water filtration plant and distribution lines are adequately maintained for existing development while taking advantage of new development tap-ins and minor main extensions that improve the economic performance of the drinking water system.

W-2: Examine the rate structure of the water treatment and distribution system on an annual basis to ensure sufficient revenues to operate and maintain the system.

W-3: Ensure all development and land use changes are served by adequate potable water facilities that have the capacity to accommodate the domestic and fire needs of the proposed development.

### d. Stormwater Drainage

D-1: Explore the management structures, capital costs and financing mechanisms associated with the improvement of natural and manmade drainage systems to adequately accommodate storm water flows.

D-2: Ensure adequate stormwater retention/detention facilities in conjunction with any new or expanded development to prevent increased water flows onto abutting property.

D-3: Examine the adequacy of flood protection facilities and define appropriate actions to address deficiencies.

## 3. ENVIRONMENTAL

E-1: Restrict development in the 100-year floodplain by prohibiting new or expanded structures except when no increase in flood elevation and velocity will result and when the area of floodwater storage will not be reduced.

E-2: Prohibit new residential dwellings in the 100-year floodplain unless the first occupied floor is above the 100-year flood elevation, utilities to the house have appropriate flood proof design, and year around access is available to the dwelling above the 100-year flood elevation.

E-3: Avoid alterations or significant modifications to natural stream channels unless flooding is reduced, any increase in erosion or flood velocity will not affect other areas, and only minor impacts will occur to wetlands or endangered species.

E-4: Use best management practices for erosion and sedimentation control during and after site preparation.

E-5: Buffer streams and lakes to prevent water quality degradation.

E-6: Protect, to the extent economically feasible, historic structures that have recognized historic, cultural and architectural value.

E-7: Protect, to the extent possible, areas of endangered species, wetlands, public parks, unique natural areas and other areas with significant natural features.

#### 4. GOVERNMENT

G-1: Develop a comprehensive, coordinated and continuing economic development program for Mount Vernon and Posey County for the retention and attraction of businesses.

G-1: Support the creation of more skilled and high-tech jobs in Mount Vernon by targeting basic industries with skilled and high-tech jobs and by providing the infrastructure and trained labor force to support such industries.

G-2: Promote effective communication between city and county governments, chambers of commerce and economic development organizations to market available and potential industrial and commercial sites for business retention and attraction.

G-3: Provide financial incentives (low interest loans, public infrastructure improvements and tax incentives) to encourage the reuse of vacant industrial, commercial and office commercial structures and properties in and adjacent to Mount Vernon.

G-4: Develop appropriate marketing strategies to promote the assets of Mount Vernon to encourage economic development and to promote tourism.

G-5: Develop a program to provide adequate infrastructure to existing and proposed industrial and commercial sites to ensure suitable sites for immediate occupancy.

G-6: Work with educational institutions in the region to develop educational programs to train and retrain the labor force to match the workforce needs of emerging businesses.

G-7: Provide incentives (such as low cost rehabilitation loans) and enforcement (such as building and property condition enforcement targeted at absentee property owners) to address decaying, blighted, deteriorated or abandoned properties while ensuring sensitivity to the economic capacity of the residential property owner.

G-9: Determine the status of ownership of blighted/decaying properties and work with owners to enhance the appearance of these properties.

G-10: Provide incentives (low interest rehabilitation loans, historic structure tax reductions, infrastructure improvements, etc.) to encourage adaptive reuse of historic structures.

G-11: Create a downtown revitalization program that encourages the cooperation and interaction between downtown business owners and occupants, provides incentives for the rehabilitation of structures in downtown, provides improved streetscape and adequate off-street parking, and facilitates the marketing of downtown.

G-12: Develop a streetscape program to improve the visual appearance of Mount Vernon focusing on downtown and outward from the downtown area.

G-13: Provide incentives (such low cost interest loans and public infrastructure improvements) to improve the maintenance of older building exteriors.

G-14: Continue to implement programs to assist in housing maintenance, rehabilitation and new construction for low- and moderate-income families, the disabled and the aging population.

G-15: Improve communication and cooperation between the community and school system.

G-16: Continue to implement the Riverfront Improvement Program with adequate funding for long-term maintenance and operation of riverfront facilities, for promoting the riverfront and activities on the riverfront, for improving connections to the downtown and residential neighborhoods, for improving and encouraging supportive uses for visitors and supportive facilities for visitors (ranging from an improved boat ramp and docking facilities to restrooms and other basic amenities).

## CHAPTER 6: RECOMMENDATIONS

Before land use recommendations could be developed, existing land use had to be determined. An existing land use map was created which included all developed land in Mount Vernon (including the immediate surrounding area which is also part of the Posey County Comprehensive Plan) and identified areas of vacant and undeveloped land. Potential future land uses for these vacant and undeveloped areas were determined based on projected future land use needs and the goals and objectives of the community, and a Future Land Use Alternatives map was generated. The map also considered appropriate changes in the existing land use, such as replacing single-family residential uses located between commercial uses with more commercial uses. On September 2, 2008, the Comprehensive Plan Committee reviewed and edited the Future Land Use Alternatives map. Figure 31 and Figure 32 show existing land use and Figure 33 and Figure 34 show potential future land use for the vacant/undeveloped land in and around Mount Vernon.

A Future Land Use map was created based on the Future Land Use Alternatives map and comments made during the meeting on September 2. The Future Land Use Alternatives map was then presented to the public on September 18, 2008, at an open house at the Alexandrian Library in Mount Vernon to receive comment. Based on the Committee's knowledge of site conditions, surrounding land uses, available development infrastructure and the Future Vision for Mount Vernon (Chapter 5), the committee reviewed and made edits to the Future Land Use map during the committee's final meeting on October 15, 2008. While the Committee validated many of the suggestions on future land use potential (as displayed in Figures 33 and 34), it also indicated a preference among the future land use potential options. The resulting future land use designations are found in Figure 35 and Figure 36.

### A. LAND USE DEVELOPMENT PLAN

The future land use pattern designates major land uses within Mount Vernon and the immediate surrounding area to accommodate the future land use needs of the city consistent with the Future Vision (goals and objectives) for development. The adopted version of the future land use pattern is the Future Land Use map. This map will be used in conjunction with goals, objectives and development review guidelines to determine consistency of a proposed development or infrastructure improvement with the Comprehensive Plan.

The future land use pattern generally reflects the existing land use pattern of developed properties and designates appropriate future urban uses for properties with existing vacant or agricultural uses. Because the predominant land use pattern is shown for existing land uses, isolated uses may not always be identified such as small commercial uses surrounded by a single-family housing development. Figure 35 shows the Future Land Use Map for land within Mount Vernon's current incorporated area. Figure 36 shows the Future Land Use Map for land surrounding the city (which is also reflected in the Posey County Comprehensive Plan).

The future land use pattern consists of 14 future land use designations: one agricultural/forest land category, three residential categories, two commercial categories, one industrial category and seven public/quasi public categories.

#### 1. AGRICULTURAL/FOREST LAND

The Future Land Use Map shows one agricultural/forest land designation. The agricultural/forest land designation is applied to areas beyond the Mount Vernon city boundary that are a) currently used for agricultural purposes and are likely to continue as such to the year 2030, b) covered by trees, c) in the 100-year floodplain, or d) contain wetlands.

There is a large amount of agricultural land located just beyond the city limits of Mount Vernon. There are also a few tracts of agricultural land still located within the city limits. In particular, a large piece of land located along Country Club Road near West Elementary School is still used for agricultural purposes. The majority of



the agricultural land within the city limits would best be used for single-family residential purposes in the future. Figure 35 shows the future land use of existing agricultural uses in Mount Vernon.

Beyond the city limits of Mount Vernon, agricultural land should be used for residential, commercial, and industrial purposes in the future. As the city grows, agricultural land adjacent to the city boundary would generally be used for residential purposes. However, some of this land is better suited for commercial or industrial uses. Land located along Industrial Road north of the city limits, eastern portion of the William Keck Bypass (SR69), and at the intersection of Industrial Road and the William Keck Bypass would best be used for commercial purposes in the future. In the case of land abutting the William Keck Bypass (SR 69) and the north side of the Evansville Western Railroad, industrial or a combination of industrial and commercial uses are also considered appropriate. Agricultural land near existing industrial uses, such as the Southwind Maritime Center, Sabic Plastics, and the Country Mark Refinery would best be used for additional industrial uses. Figure 36 shows the future land use of existing agricultural uses beyond the city limits of Mount Vernon.

## 2. RESIDENTIAL

The Future Land Use Map shows three residential designations: mobile home (dwelling unit on a chassis not more than sixteen feet in width with or without a permanent foundation), single-family (including a manufactured or modular home of at least 23 feet in width on a permanent foundation) and multiple-family. If the map designates an area for “single-family” use, mobile homes and apartments are generally not appropriate. On the other hand, if the map designates an area for “multi-family” use, single-family uses may be appropriate and mobile homes may be appropriate under special circumstances (such as by special exception or in a mobile home park).

Mobile home areas permit densities up to ten dwelling units per acre. Mobile homes are presently placed in mobile home parks or mobile home subdivisions in Mount Vernon. However, mobile homes may be permitted on individual lots by special exception.

No additional mobile home land uses have been identified for the future. A mobile home park or mobile home subdivision may be located in areas designated for multi-family or residential uses in the future, provided that existing mobile home parks are occupied and the new parks have appropriate screening and buffering to ensure compatibility with adjacent single-family neighborhoods and apartment complexes.

Single-Family areas permit single-family detached dwelling units. Single-Family lots range from medium-density (starting at 9,000 square feet) to low-density (one-half of an acre or more). Single-Family lots can include site-built homes, modular homes, and manufactured homes with a permanent foundation; however, in the future, these lots should not include mobile homes.

New single-family detached housing units should first fill in vacant lots located next to existing residential uses. There are several locations around the city where vacant land is located within or adjacent to existing neighborhoods. The Future Land Use map identifies areas within and adjacent to the city limits where future single-family uses may be appropriate. Areas identified adjacent to Mount Vernon’s existing northern boundary would be ideal for future single-family uses. The area is near existing residential uses and close to Main Street. Another area identified for future single-family uses is west of the Western Hills Country Club. This area includes existing single-family uses within the city’s boundary and along SR 62 outside of Mount Vernon. Future single-family uses can fill in between and around existing housing.

Multiple-Family areas permit multiple-family attached dwelling units with a density of up to ten units per acre (although the present multi-family zoning district permits far higher densities). These areas may include duplexes, four-plexes, and apartments.



Figure 31: Mount Vernon Existing Land Use

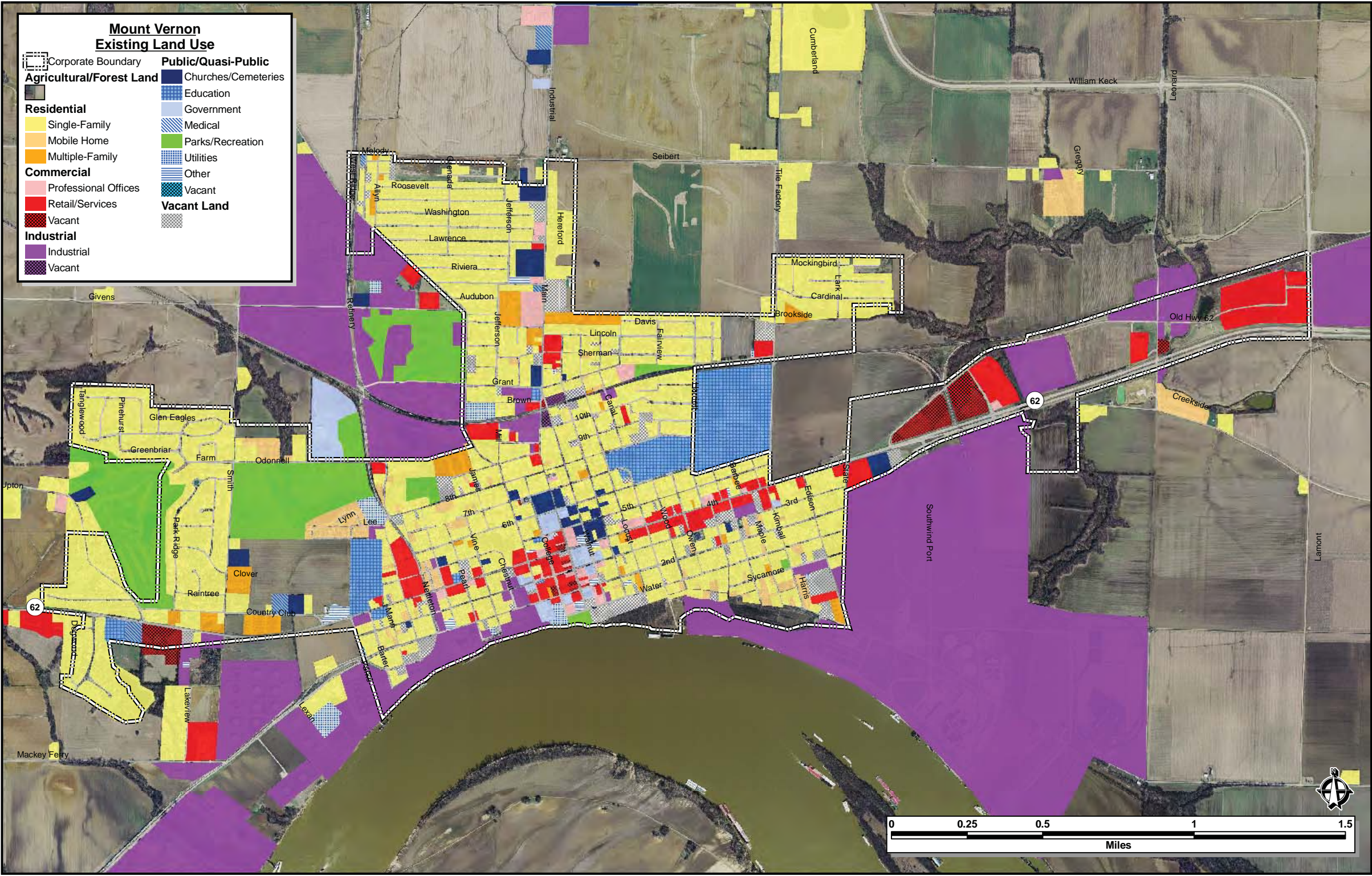




Figure 32: Two-Mile Fringe Existing Land Use

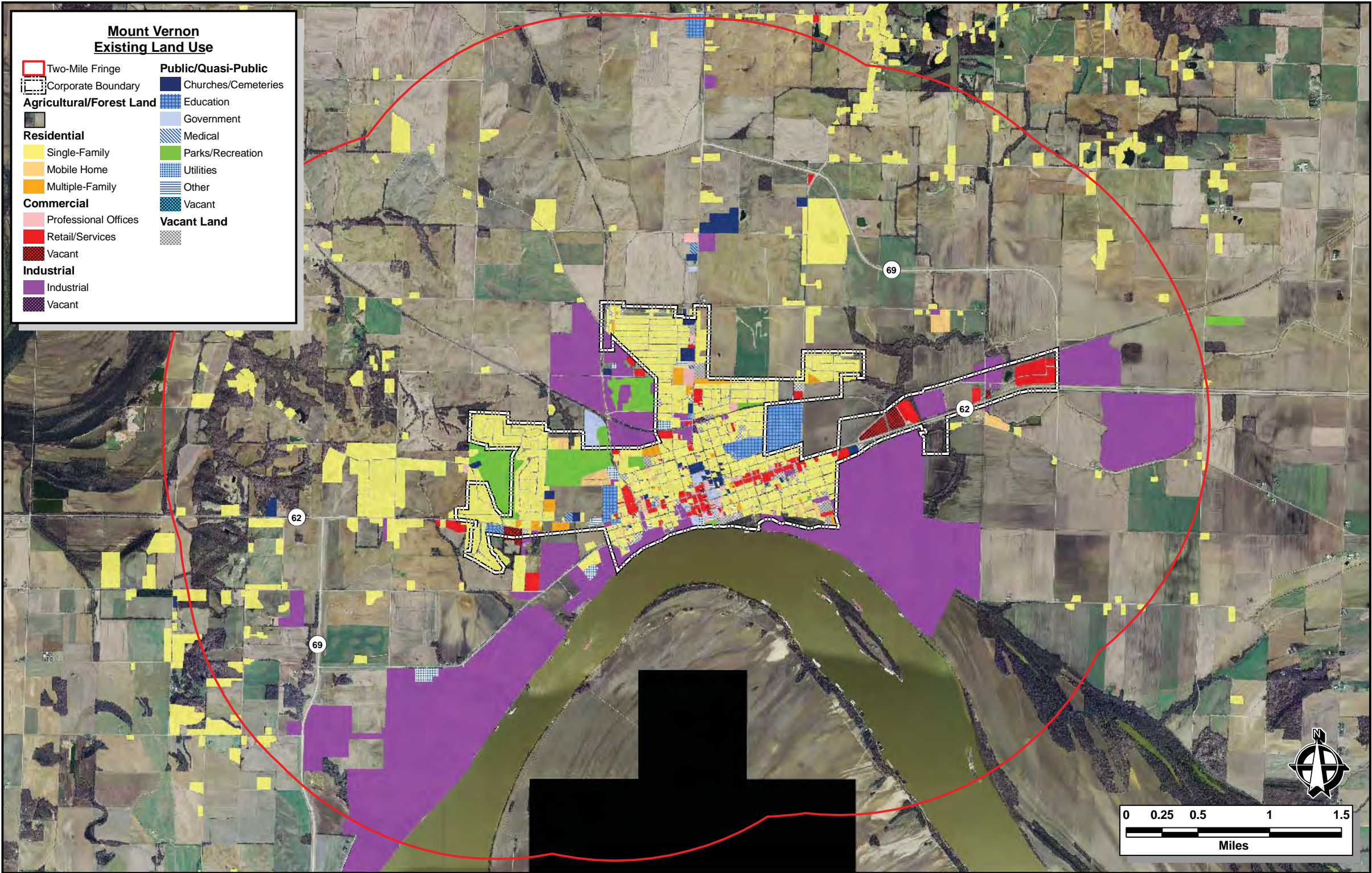




Figure 33: Mount Vernon Land Use Alternatives

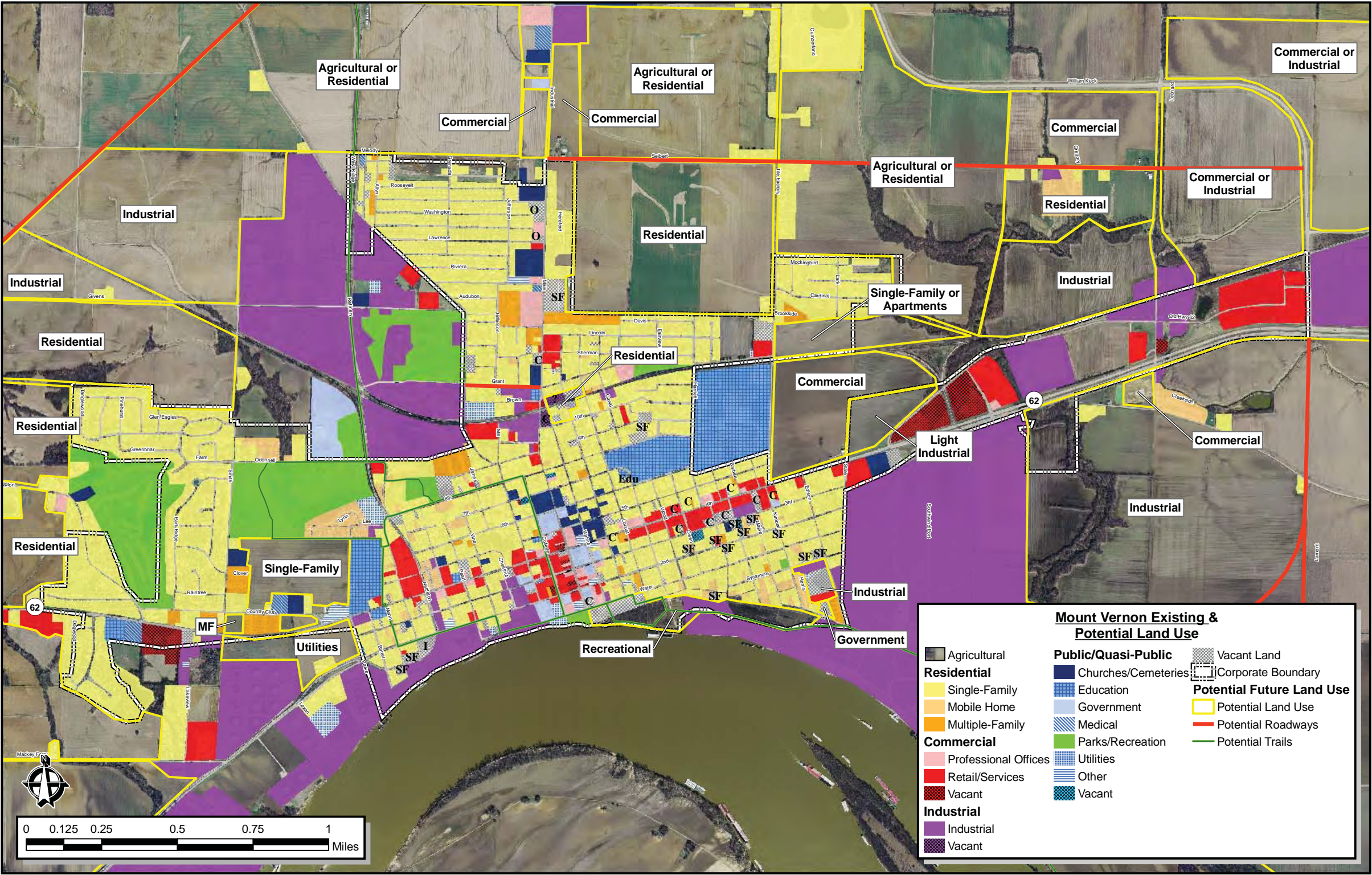
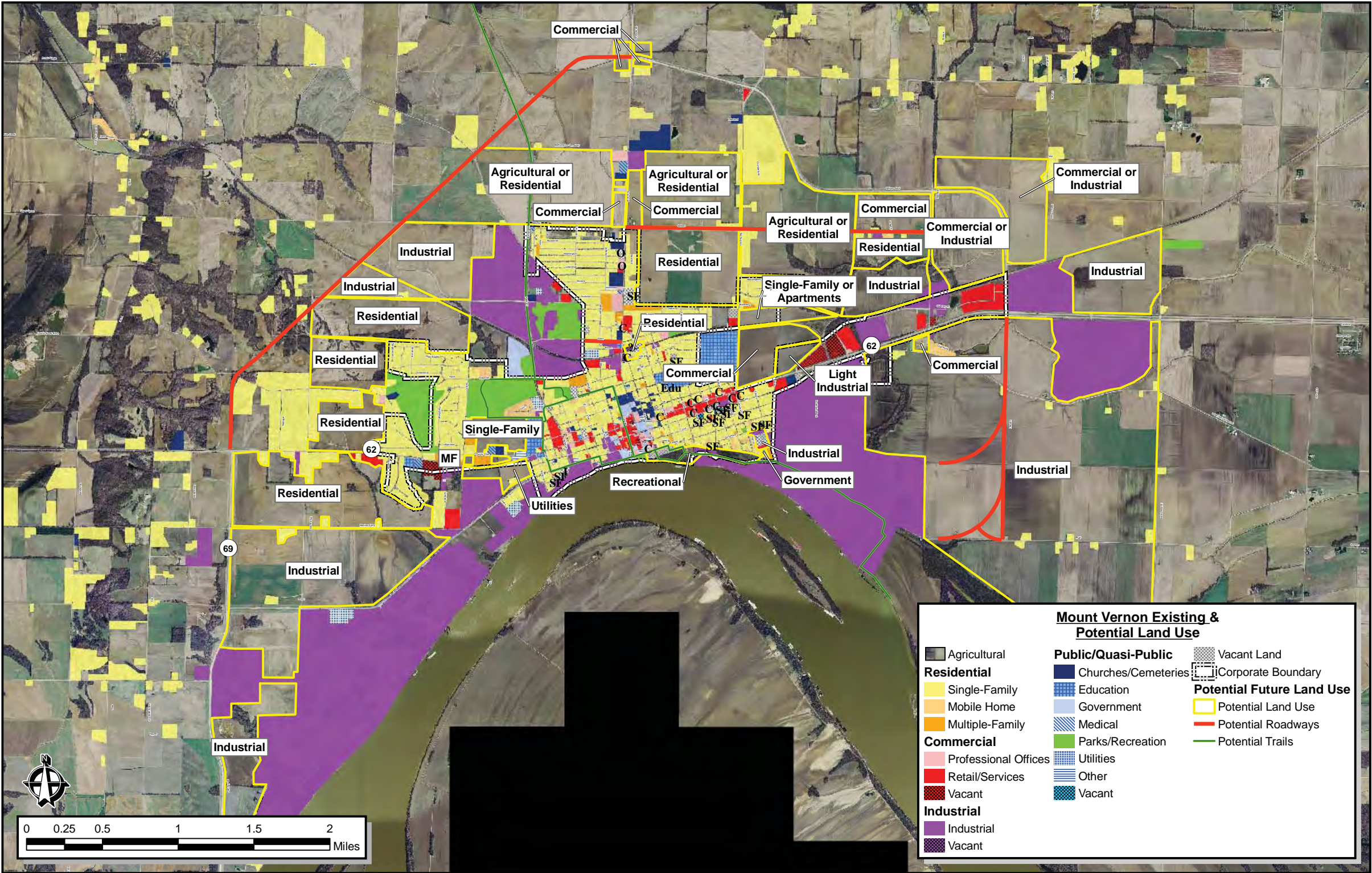




Figure 34: Two-Mile Fringe Land Use Alternatives





**Figure 35: Mount Vernon Future Land Use**

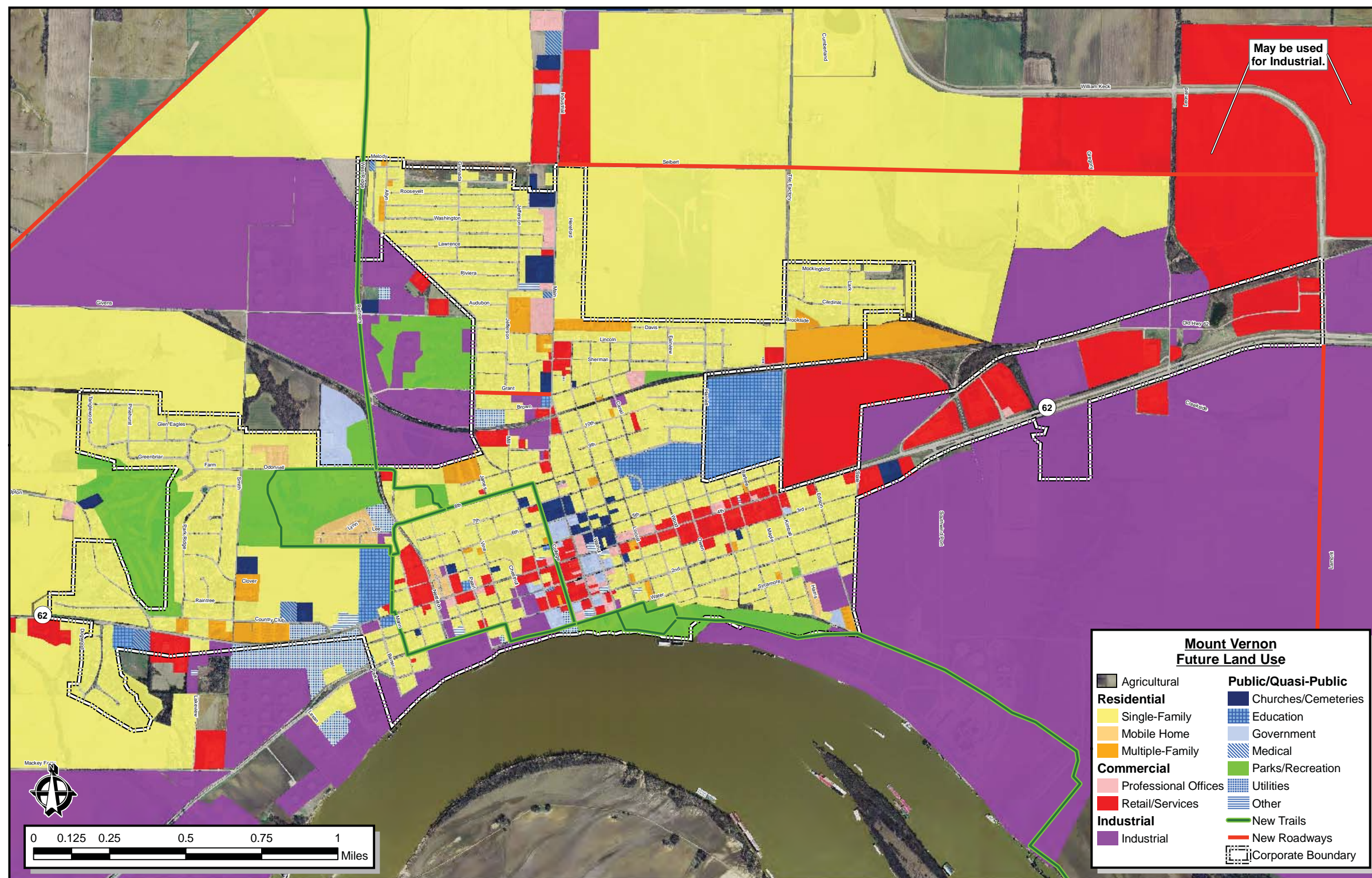
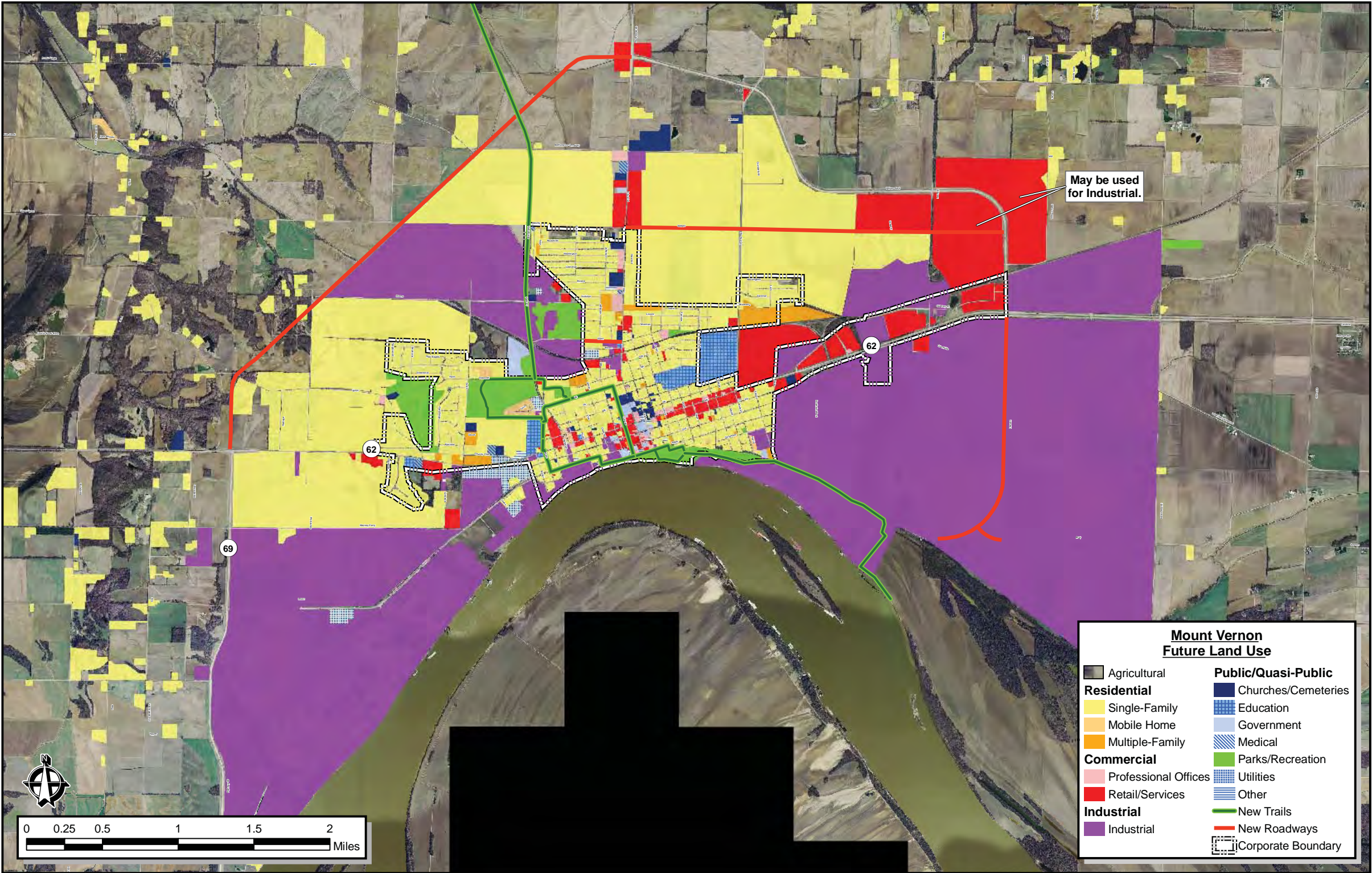




Figure 36: Two-Mile Fringe Future Land Use





One area for future multiple-family land uses has been identified on the Future Land Use map. Agricultural land east of Tile Factory Road near the Sherman Street intersection would be an ideal location for future multiple-family land uses. This location is near the Mount Vernon Junior/Senior High School and an existing multiple-family use. No other future multiple-family land uses have been identified on the Future Land Use map; however, apartments, lofts, townhouses, and condominiums may be located in areas designated for commercial land use in the future. In particular, Goal Seven of the Mount Vernon Downtown Redevelopment Plan states “Bring housing opportunities (i.e. lofts, townhomes, and condominiums) to downtown Mount Vernon.” These could be new construction to fill in blank spaces between existing buildings or the use of the upper floors of existing buildings for residential uses.

### 3. COMMERCIAL

The Future Land Use Map shows two commercial designations: professional office and retail/personal services. If an area is designated for “retail” use, less intensive uses (such as offices, residential uses and public/quasi-public uses) are permissible.

The professional office designation includes doctors, dentists, insurance agents, tax accountants, banks, real estate agents, engineers and surveyors. In Mount Vernon, these offices are primarily located around the downtown area and along Main Street. Some smaller professional offices are also located within existing residential and retail areas. Limited personal service businesses (such as barber and beauty shops, business services, mailing and reproduction services) may also be permitted in this designation. This designation is considered appropriate for the transition between residential and retail uses.

The existing land use in Mount Vernon includes nearly 30 acres of vacant commercial uses. These include both retail and professional office buildings that are currently vacant. Future professional office uses should first fill in vacant office buildings, particularly in the downtown area. Existing vacant land along Main Street in the northern portion of Mount Vernon has also been identified in the Future Land Use map as a location for additional professional office space.

The retail/personal services designation includes general office and retail activities such as grocery stores, hardware stores, drug stores, restaurants, gasoline stations, department or discount stores, drive-in businesses, motels, furniture stores, appliance stores, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment sales and repair.

Future retail land uses should also locate first in vacant retail buildings, particularly along 4th Street in the eastern part of the city near existing retail uses. Existing vacant land and non-retail uses in this area have also been identified as shifting to retail uses in the Future Land Use map. Several locations outside of the city limits of Mount Vernon have also been identified as future retail uses, including land located along Industrial Road north of the city limits, the William Keck Bypass, and at the intersection of Industrial Road and the William Keck Bypass.

### 4. INDUSTRIAL

The Future Land Use Map shows one industrial designation for two categories of industrial use: light and heavy. The appropriateness of light industrial use versus heavy industrial use is dependent upon compliance with industrial development guidelines (see Chapter 5). While very limited retail and office uses may be permitted in industrial areas, extensive retail and office uses, public/quasi-public uses and residential uses are inappropriate due to the nuisances typically associated with industrial development.

A light industrial use includes wholesaling; warehousing; truck, mobile home and boat sales, storage and repair; lumber yards; and fabrication activities. Most of these activities are conducted in interior buildings. No general



storage is visible from the public way or from non-industrial properties. However, the display of trucks, mobile homes and boats for sale may be visible from the public way and other nonresidential properties. In general, this industrial category involves the processing of products from secondary materials rather than raw materials.

A heavy industrial use permits the full range of industrial uses, rail yards and utilities. This category permits manufacturing involving raw materials in outside buildings. However, outdoor processing and materials must be screened from the public way and adjacent non-industrial purposes.

Only one small area has been identified within the city limits of Mount Vernon for future industrial uses. An area at the intersection of 4th Street and Old SR 62 (across 4th Street from Arby's and the Austin Funeral Home) has been identified as industrial in the Future Land Use map. This location would be ideal for light industrial uses that do not adversely affect existing and future commercial uses nearby. Large tracts of land have been set aside for future industrial uses near existing industrial uses, such as the Southwind Maritime Center, Sabic Plastics, and the Country Mark Refinery. Although shown as commercial uses on the Future Land Use map, the area along the William Keck Bypass north of SR 62 and along the railroad tracks may also be suitable for industrial uses because of the highway and railroad access.

### 5. PUBLIC/QUASI PUBLIC

The Future Land Use map places publicly owned uses, as well as institutional uses in the public/quasi public use designation. The seven public/quasi public designations are churches/cemeteries, educational uses, governmental uses, medical uses, parks/recreational uses, utilities, and other institutional uses. In general, these uses are also permitted in areas designated for residential or commercial uses, but are undesirable in areas designated for industrial use.

The public use designation includes governmental uses, educational uses, and recreational uses. Governmental uses are comprised of the county courthouse, county offices, city hall, the fire station and police station, utilities offices, and other administrative offices. Educational uses include elementary, middle, and high schools. Recreational uses include city-owned parks and the two private golf courses (Western Hills Country Club and Country Mark).

The quasi-public use designation includes churches/cemeteries, medical uses, utilities, and other institutional uses. Churches/cemeteries includes all places of worship, associated offices, cemeteries, and funeral homes/mortuaries. Medical uses consist of hospitals, clinics, and nursing homes/rehabilitation centers. Utilities includes both public and private utility uses, such as recycling centers, water and wastewater treatment plants, electrical substations, and cell phone towers. Other institutional uses include all other public/quasi-public uses that are not categorized in any other category. In Mount Vernon this includes clubs and social organizations.

Only two locations have been identified on the Future Land Use map for additional public/quasi-public land uses. The site of the new city garage has been identified as governmental on the Future Land Use map. The site is located on Bluff Road between Edison Street and Kimball Street in the southeast part of the city. The Bend on the Ohio Riverfront Park and Riverwood, as identified in the Bend on the Ohio Plan, have been identified as parks/recreational on the Future Land Use map. All other public/quasi-public land uses in the future may be located in areas designated for commercial or residential uses.

## B. TRANSPORTATION/THOROUGHFARE PLAN

### 1. DEFINITION OF THOROUGHFARE PLAN

The Transportation Element of this Comprehensive Plan fulfills the requirements of a Thoroughfare Plan under State legislation (IC 36-7-4-506). The Thoroughfare Plan establishes the general location of new, extended,

widened or narrowed public ways. For the Mount Vernon Thoroughfare Plan, thoroughfares are those streets functionally classified as arterials or collectors. The Mount Vernon Thoroughfare Plan also makes recommendations for some local street improvements. In general, the Thoroughfare Plan defines functional classes, appropriate cross sections and access control requirements, and major street improvements.

## 2. PURPOSE OF THE THOROUGHFARE PLAN

The Thoroughfare Plan addresses the use and improvement of the street system within and around Mount Vernon. Overall, the Thoroughfare Plan serves four purposes:

- **Preservation of right-of-way** to accommodate existing and future transportation needs. It establishes **right-of-way requirements** according to the functional classification of the street, application of urban (i.e., curb and gutter) versus rural (i.e., side ditches or swales) design standards, and location on existing versus new alignment.
- **Continuity of the functional, physical and aesthetic character** of each functional class of street. It defines **typical cross-sections** for thoroughfares (arterials and collectors) by functional class to serve as initial design parameters for new, widened or reconstructed streets.
- **Preservation of thoroughfare capacity** through access control. It describes appropriate **access management** policies by functional class.
- **Identification of transportation improvements** to address existing and future transportation needs.

## 3. PRESERVATION OF RIGHT-OF-WAY

### a. Functional Classification

The roadways in the street network are classified according to the function they perform. The primary functions of roadways are either to serve property or to carry through-traffic. Streets are functionally classified as local if their primary purpose is to provide access to abutting properties. Streets are classified as arterials if their primary purpose is to carry traffic. If a street equally serves to provide access to abutting property and to carry traffic, it is functionally classified as a collector. These three primary functional classifications may be further stratified for planning and design purposes as described below. The functional class of a roadway is also important in determining federal and state funding eligibility, the amount of public right-of-way required, and the appropriate level of access control.

#### i. Major Arterials

Major Arterials include the interstates, freeways/expressways and Principal Arterials. The National Highway System of 155,000 miles includes the nation's most important rural Principal Arterials in addition to interstates.

Interstates/Freeways/Expressways. Freeways and expressways are the highest category of arterial streets and serve the major portion of the through-traffic entering and leaving metropolitan areas (i.e., inter-urban traffic). They carry the longest trips at the highest speeds, and are designed to carry the highest volumes. In metropolitan areas, intra-urban traffic (such as between the central business district and outlying residential areas and between major inner-city communities or major urban centers) may also be served by streets of this class. Interstates are fully-controlled access facilities that are grade-separated with other roads and railroads, such as Interstate 64 and Interstate 164. All roadways that are on the nation's interstate system of about 45,000 miles are fully grade-separated with full access control. Freeways are non-interstate, fully-controlled access facilities that are also grade-separated from all intersecting transportation facilities. Expressways are partially-controlled access facilities that may have occasional at-grade intersections, such as the Lloyd Expressway in Evansville.

**Principal Arterials.** Principal Arterials (sometimes termed Other Principal Arterials under the federal functional classification system) are the highest category of arterial streets without grade separation. This functional class complements the freeway/expressway system in serving through-traffic entering and leaving metropolitan areas. Within the metropolitan area, major intra-urban trips are served between the central business district and suburbs, and between major suburban activity centers. Although Principal Arterials may lack access control, some level of access control is highly desirable such as the minimum spacing of intersections with public roads and the control of driveway entrances. For Principal Arterials, maintaining traffic-carrying capacity for through-traffic is more important than providing access to abutting property.

### **ii. Minor Arterials**

Minor Arterials, the lowest category of arterial streets, serve trips of moderate length and offer a lower level of mobility than Principal Arterials. This class augments the Major Arterials, distributing traffic to smaller geographic areas, and linking cities and towns to form an integrated network providing interstate highway and inter-county service. Minor Arterials also provide urban connections to rural collectors.

### **iii. Collector Streets**

Collector streets serve as the link between local streets and the arterial system. Collector streets provide both access and traffic circulation within residential, commercial and industrial areas. Moderate to low traffic volumes are characteristic of these streets. In rural areas, the Major Collectors provide service to county seats, larger towns (2,500 or more persons) and other major traffic generators that are not served by arterials. These roads serve the most important intra-county corridors. Minor collectors link local roads in rural areas and serve the smallest rural communities (fewer than 2,500 persons).

### **iv. Local Streets**

Local streets are composed of all streets not designated as collectors or arterials. Primarily serving abutting properties, local streets provide the lowest level of mobility and, therefore, exhibit the lowest traffic volumes. Through-traffic on local streets is deliberately discouraged. This class of street is not part of any city or county thoroughfare network, and is not eligible for federal aid with the exception of bridges and bikeway/walkway facilities.

## **b. Thoroughfare Network**

### **i. Posey County**

The Major Arterials in Posey County include I-64, SR 69 and SR 62. Interstate 64 is located in the northern part of the county, connecting Posey County with the St. Louis and Louisville metropolitan areas. SR 69 runs north-south on the western edge of Posey County. It starts at Hovey Lake in the southwest corner of the county, passes through Mount Vernon, and ends at I-64. From Hovey Lake to SR 62 (west of Mount Vernon), SR 69 is a Rural Major Collector. From SR 62 (east of Mount Vernon) to I-64, SR 69 is a Rural Principal Arterial. SR 62 runs east-west in the southern part of Posey County, through Mount Vernon, and offers one of three bridge crossings of the Wabash River into Illinois, and is part of the National Scenic Byway System running along the north side of the Ohio River. From the Illinois border to Sauerkraut Lane and from Leonard Road to SR 69 (William Keck Bypass), SR 62 is a Rural Minor Arterial. From SR 69 to Vanderburgh County, SR 62 is a Rural Principal Arterial.

The Major Collectors are SR 66, SR 68 and SR 165 in northern Posey County.

## ii. Mount Vernon

In Mount Vernon, SR 62 (Fourth Street) is an Urban Principal Arterial from Sauerkraut Lane to Leonard Road. Main Street (Industrial Road north of Seibert Lane) is an Urban Minor Arterial from Second Street to Bellfontaine Cemetery Road. Mill Street is an Urban Minor Arterial from SR 62 (Fourth Street) to Ninth Street and Lower New Harmony is an Urban Minor Arterial from Ninth Street to Bellfontaine Cemetery Road. Second Street is an Urban Minor Arterial from State Street to Mackey Ferry Road. State Street and Barter Street are Urban Minor Arterials from Second Street to Fourth Street. Kimball Street is an Urban Minor Arterial from Second Street to Bluff Road and Bluff Road is an Urban Minor Arterial from Kimball Street to Lamont Road. Figure 24 shows the functional classification for all classified roads in Mount Vernon.

## c. Right-Of-Way Requirements

All new streets created in Mount Vernon must conform in width and alignment to the Comprehensive Plan and Official Thoroughfare Plan, as well as the requirements defined in the Mount Vernon Subdivision Control Ordinance. The Subdivision Control Ordinance requirements apply to local streets as well as arterial and collector streets, and must be consistent with the Thoroughfare Plan. A Subdivision Control Ordinance specifies vertical and horizontal design requirements and pavement design standards for all locally maintained roadways. The Indiana Department of Transportation (INDOT) and Posey County maintained roadways may require more or less right-of-way based on their adopted policies, procedures, and practices.

## 4. THOROUGHFARE TYPICAL CROSS-SECTIONS

To address existing and future mobility needs, the appropriate cross-section for initial design of thoroughfare improvements should consider the following:

- The physical roadway standards (i.e., right-of-way, lane width, median, curb and gutter) necessary to support anticipated truck and automobile traffic volumes and vehicular maneuvers, to accommodate bicycle and pedestrian movements, and for design speed.
- The capacity standards of different street types in terms of traffic-carrying capacity.
- Continuity of urban design considering the need for bicycle and pedestrian facilities and the appropriateness of an urban (curb and gutter) versus rural (swales) design.
- The accommodation of utilities.
- Right-of-way constraints for widenings versus new alignments.

There are presently no designated bikeways in Mount Vernon. Excluding arterial and collector streets (see Figure 24), the traffic volumes and speeds of all other roads in Mount Vernon are low enough to permit the coexistence of motorized traffic and bicycles, especially in the city's new subdivisions. If the city were to add bike lanes to existing roads or right-of-way, a bike lane sharing the travel-way must be at least 6 feet wide when the speed limit is over 35 miles per hour and at least four feet when the speed limit is at or below 35 miles per hour. If the 2-foot curb and gutter section is continuous and bicycles can pass over storm grates, the bike lane requirements can be reduced by one foot. A separate bikeway facility (either sharing right-of-way with a street or on independent right-of-way) must be at least 10 feet wide with one-foot shoulders for two-way bike travel.

Sidewalks are appropriate along arterials and collectors as well as local streets throughout the city. In residential areas along major or minor arterials, sidewalks should be at least five feet (currently four feet) in width when the border area (distance between sidewalk and back of curb) is at least four feet (currently two feet). In residential areas along major and minor collectors, sidewalks should be at least four feet in width when the border area is at least four feet, and six feet wide when there is no border area. Handicapped ramps are required for sidewalks at all intersections. Border areas of less than four (4) feet are strongly discouraged because they



lack inadequate width for vegetation (trees or bushes) and are inefficient for grass maintenance. Mount Vernon already has sidewalks along much of arterial roads, including 4th Street and Main Street. Many of the collector and local streets also have sidewalks. Ensuring that the older sidewalks are properly maintained and include appropriate handicap accessibility is very important.

The recently reconstructed portion of 4th Street (SR62) in east Mount Vernon is a three-lane roadway on 70 feet of right-of-way with two 12-foot through lanes, a 14-foot continuous center left-turn lane, 2½-foot curb and gutter, a grass strip of 8 to 9 feet and a 5-foot sidewalk.

Typical cross-sections are illustrated for applicable functional classifications to Mount Vernon in Figure 37, Figure 38, and Figure 39. Figure 37 and Figure 38 show the typical cross-sections adopted by the City of Mount Vernon for new road construction. The “place” roadway cross section would apply to cul-de-sacs, minor access roads and possibly low density residential subdivisions (usually one dwelling or less per acre). The “local street” cross section is typical of interior roadways of residential subdivisions in cities, towns and counties through southern Indiana. The pavement width permits two-way traffic when a vehicle is parked on one side and one-way traffic or emergency vehicles to pass even when parking occurs on both sides. The “secondary street” cross section would be used for high volume collector roadways where heavy left-turns and frequent driveways make a continuous center left-turn lane desirable, for the major entry or circulation roadway for commercial areas or industrial parks, for high density residential areas where parking on both sides is anticipated, and for two-lane minor arterials. The “secondary street” cross section is flexible because the pavement width permits marking of a 16-foot continuous center left-turn lane, the replacement of the center left-turn lane by a raised grass median to create a “parkway” or “boulevard” effect with vegetation, or even the marking of the travelway for two through lanes, center left-turn lane and bike lanes (with a posted speed of 35 mph or less). The “divided primary street” is a typical four-lane divided principal arterial. Given population and traffic densities of a community under 25,000 persons, the need for a four-lane arterial in Mount Vernon is unlikely. If the “divided primary street” cross section were used in a rural area a kin to SR 62 east of Mount Vernon, the curb-and-gutters would be replaced by a four-foot paved inside shoulder and 10-foot outside paved shoulder with a medium of about 60 feet between the edge of opposing travel lanes.

Figure 39 shows the INDOT design standards typical cross sections for rural interstates, arterials, and collectors. The middle of Figure 39 shows the typical cross section of a rural arterial, and proposed western extension of the William Keck Bypass from Industrial Road to SR 62 at SR 69 west of Mount Vernon. This is the typical cross section for the existing SR 69 bypass. Turn lanes will have to be added to the typical cross section at major roadways. The 10-foot paved shoulders are of sufficient width to permit marking of an outside bike lane. The bottom of Figure 39 shows the typical cross section of a rural collector. Depending on daily traffic volumes the lane widths may vary from 11 Feet (under 2000 ADT) to 12 feet ( over 2000 ADT) and the shoulder widths vary from 4 feet (two feet paved) to 10 feet (8 feet paved).

## 5. ACCESS MANAGEMENT

The purpose of access control management is to preserve the through-traffic carrying capacity of roadways and to ensure safe and properly functioning exits and entrances to property. The higher the functional class, the greater concern for access control management. In the case of freeways, access is permitted only at freeway interchanges with public cross roads. In the case of major arterials, access is considered appropriate only at public cross roads with exceptions for regional commercial and employment centers, and the desirable spacing between intersections is 1,320 feet and not less than 1,000 feet. For minor arterials, access is usually managed through the location, spacing and design of driveways. To the extent possible, design practices to minimize entrances and exits to minor arterials are encouraged including frontage or service roads, joint driveway entrances, access from cross roads, and rear access to properties. In the case of collectors, access is usually managed through the location and design of entrances. Entrances are located where there is adequate sight distance; and are designed so that the driveway is not less than 20 feet nor more than 30 feet for commercial

Figure 37: Mount Vernon Urban Typical Cross Sections

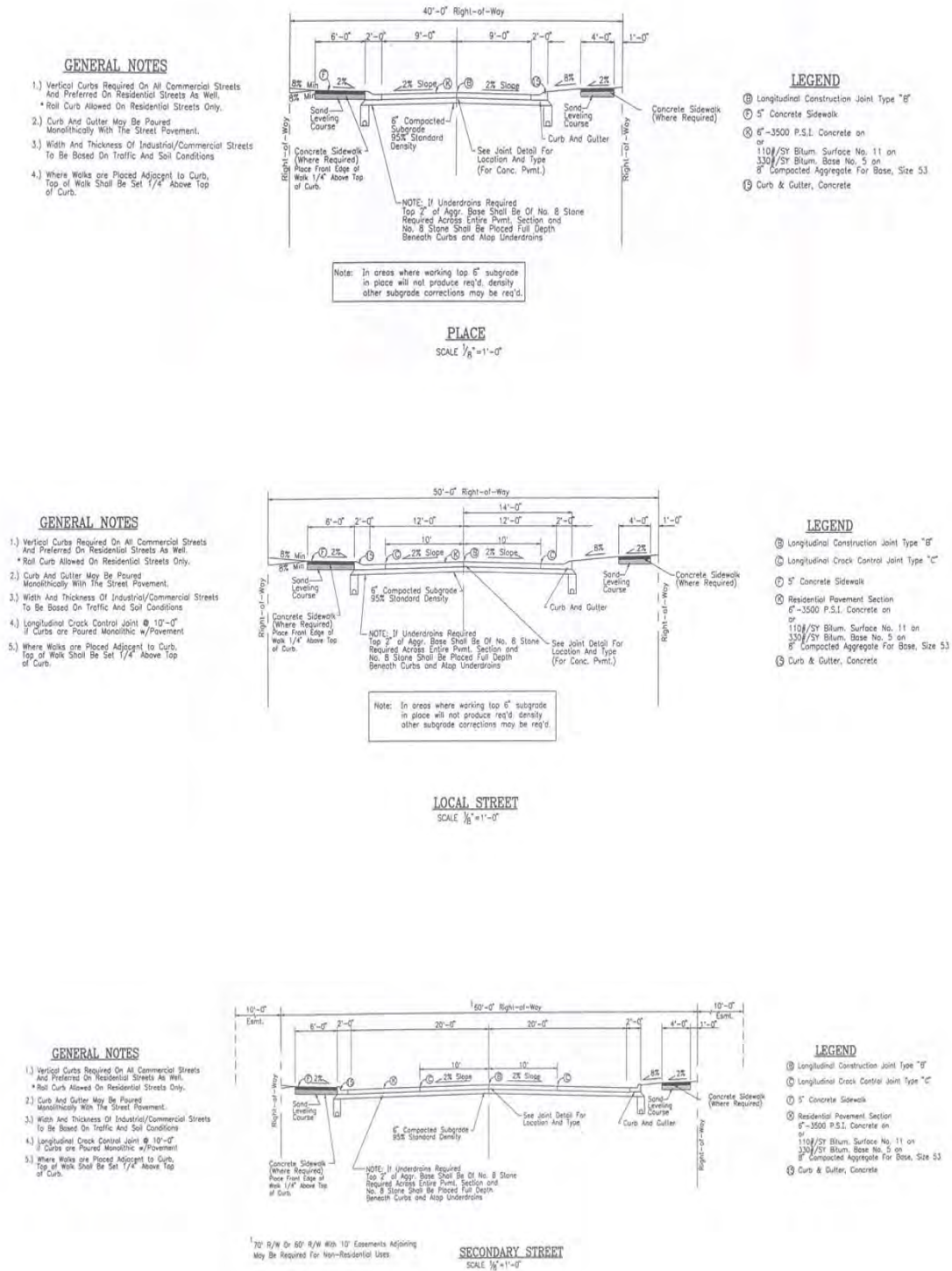


Figure 38: Mount Vernon Urban Typical Cross Sections

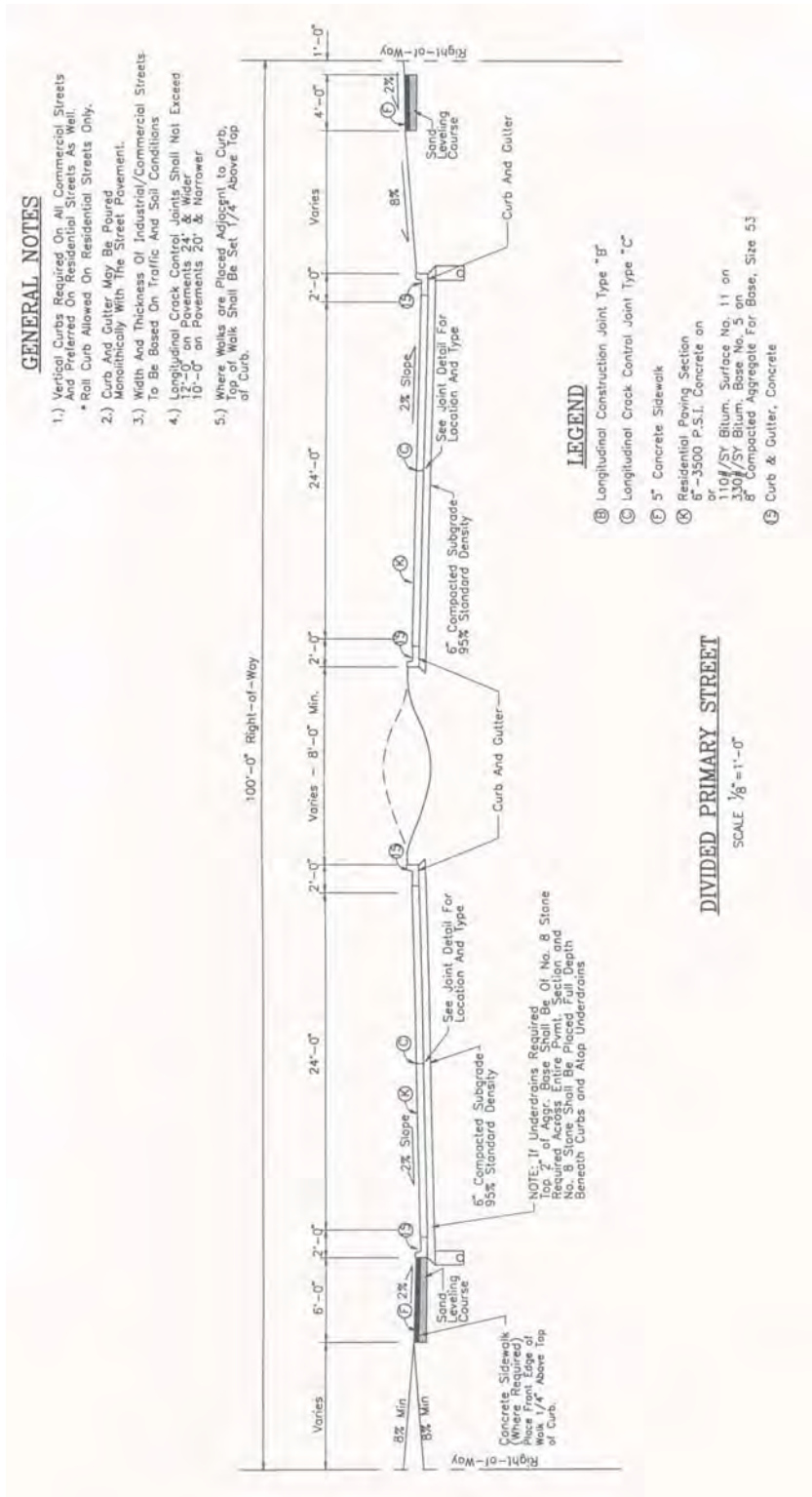
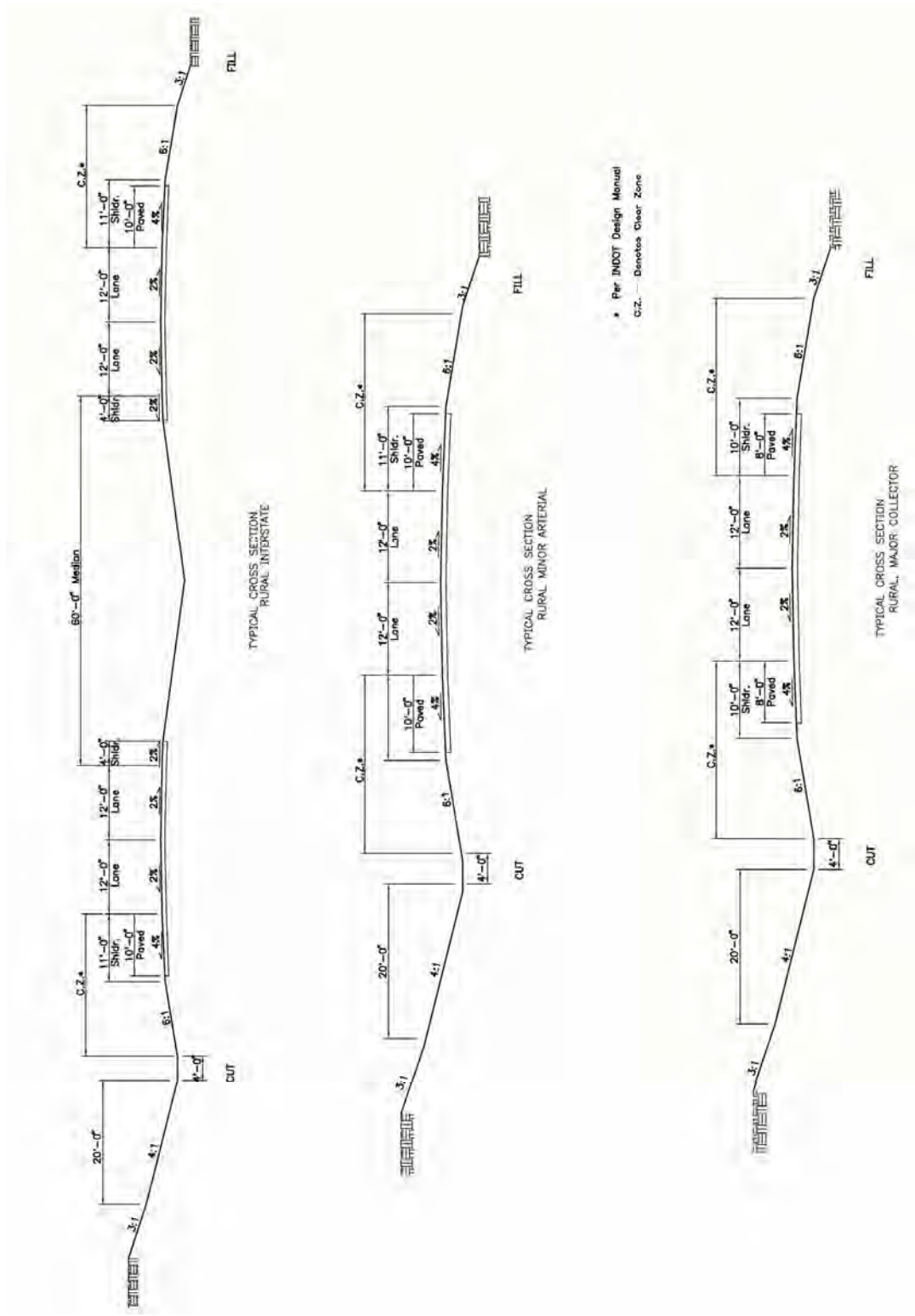


Figure 39: INDOT Design Standards for Rural Typical Cross Sections





properties, the curb radii do not cross over side property lines, there is a relatively flat (one or two percent slope) vehicle landing area before entering the road when the driveway is sloped, the driveway drains toward the property, and the driveway is paved from the edge of street pavement to the property line. The jurisdiction maintaining the street or road is responsible for access control. Thus, access to SR 62 and SR 69 is under the authority of INDOT; access to other streets within the corporate limits of Mount Vernon is controlled by the city. The “Indiana Statewide Access Management Study” was completed in August of 2006, and includes the “INDOT Access Management Guide” that provides guidelines for access management by INDOT and local jurisdictions. (This is available on INDOT’s website.)

## 6. THOROUGHFARE IMPROVEMENTS

### a. Improvement Types

Roadway improvements fall into two major categories: “preservation” projects and “expansion” projects. Preservation projects involve improvements to maintain the existing capacity of the roadway system such as:

- roadway resurfacing and bridge rehabilitation projects;
- safety projects like low-cost intersection improvements, minor horizontal and vertical realignments, signalization improvements, guardrail and marking improvements;
- pavement and bridge reconstruction/replacement projects; and
- transportation enhancement projects such as bikeways, walkways, landscaping and historic transportation structure preservation efforts.

Expansion projects are improvements that add capacity to the roadway system such as:

- major roadway widenings (adding lanes);
- new roadways and roadway extensions;
- major roadway alignments; and
- new freeway interchanges.

### b. Roadway Improvements

Planned roadway improvements are found in the Indiana 25-Year Long Range Transportation Plan that was updated in 2007 and the Major Moves 2006-2015 Construction Plan. The Long Range Transportation Plan focuses on expansion projects (i.e. added travel lanes, new road construction, interchange modifications and new interchange construction). Major Moves includes new construction projects, major preservation projects and resurfacing projects. The Indiana Statewide Transportation Improvement Program (INSTIP) draws individual expansion projects from the Long Range Transportation Plan and Major Moves, and identifies individual or groups of preservation projects.

The 25-Year Long Range Transportation Plan does not include any funded long range plan projects and only one unfunded long range plan project for Posey County. The unfunded project includes widening SR 66 to a four-lane road from SR 165 at Wadesville to 6.73 miles east of SR 165 where the existing four-lane section begins near the Posey-Vanderburgh County Line. Major Moves only includes a Major Preservation project (resurfacing) on SR 66, from SR 69 to 13.55 miles east of SR 69, which was started in 2006.

The INSTIP for 2008 through 2011 includes four projects for Posey County that range from road rehabilitation to added travel lanes. Two of the projects are in Mount Vernon, both of which are on SR 62. One of the two projects is a small structure replacement on SR 62 0.25 miles west of SR 69 North. The other project is an added travel lanes project on SR 62 at Tile Factory Road (i.e., an intersection improvement).

The completion of the western portion of the SR 69 Bypass from Industrial Road to the junction of SR 62 at SR 69 west of Mount Vernon was investigated in the 1998 Feasibility Study, but has not been added to the state Long Range Transportation Plan by INDOT for funding of subsequent phases. The estimated total project cost for this 3.6 mile, two-lane facility has escalated to \$32,540,000 in 2008 dollars.

Posey County and the Southwind Maritime Center have discussed the possibility of extending (improving) Lamont Road (CR 400E) from the intersection of SR 69 and SR 62 (on the east side of Mount Vernon) to Bluff Road to improve access to Southwind and to provide access for additional industrial park development. However, no source of funds has been identified thus far. The estimated total project cost ranges from \$7.3 million to \$10.2 million in 2008 dollars depending on the alignment of 1.3 to 1.8 miles chosen.

Mount Vernon is also applying for Federal Surface Transportation Funds (Group III Funds) to reconstruct Grant Street from Lower New Harmony Road to Main Street to accommodate truck traffic from the Country Mark Refinery.

Annual maintenance costs for Mount Vernon's 42.49 miles of roadway are approximately \$424,900 (at \$5,000 per lane-mile in 2008). Total resurfacing costs for Mount Vernon's roadways are approximately \$6,798,400 (at \$80,000 per lane-mile in 2008). If resurfacing is completed every 16 years, the average cost would be approximately \$424,900 (2008 dollars) per year. If resurfacing is completed every 20 years, the average cost would be approximately \$339,920 (2008 dollars) per year.

While Mount Vernon expended about \$257,626 in 2005 for street maintenance and resurfacing comparable to the cost of annual maintenance and resurfacing on a twenty-year cycle, current state-aid covers about 94 percent of the cost and Mount Vernon has been compelled to use general revenue funds to address the shortfall. The City of Mount Vernon should work with the Indiana Association of Cities and Towns to support restoration of adequate funding for basic street maintenance and resurfacing. Posey County currently has an adopted Local Option Highway User Tax, and may be encouraged to increase this user tax to cover a greater portion of the revenue shortfall for road maintenance.

### c. Other Improvements

Most of the roadways in the older neighborhoods of Mount Vernon have sidewalks. Because streets throughout the city have very little traffic, walking, jogging, and biking are possible on nearly every street besides 4th Street and Main Street. Existing sidewalks are in need of repair, and additional sidewalks are needed in some areas. While sidewalk maintenance is the responsibility of abutting property owners, many property owners are unaware of this and/or unable to maintain sidewalks due to financial constraints (i.e., low household income). Thus, several cities (such as Terre Haute and Bloomington) have established a sidewalk improvement matching grant program to assist property owners in making sidewalk improvements. These programs match the property owner contribution at 50 percent and reduce the property owner match as the household income declines to the poverty level (where the city pays 100 percent of the cost).

Many communities throughout Indiana are creating trails connecting parks/recreational areas, community buildings, and other public use spaces. The Bend on the Ohio Plan includes a trail that would connect Sherburne Park, West Elementary School, Brittlebank Park, Kiwanis Park and Senior Center, the Alexandrian Library, the Riverwood Natural Area, and the Mount Vernon Boat Club. Figure 33 shows the location of the proposed trail. Mount Vernon received a Transportation Enhancement grant for \$1,250,000 (including 20% local match) to develop this trail and has also applied for Safe Route to School funds to improve sidewalks/bikeways from about 8th Street at Pearl Street to the West Elementary School.

In addition to trails connecting public use spaces within a community, many counties are considering trails that connect different cities and towns. One trail possibility for Mount Vernon would connect the city to Harmonie State Park and New Harmony. The trail would follow abandoned railroad north of Brittlebank Park from Mount

Vernon to the SR 69 Bridge over Big Creek. The trail would then follow SR 69 to SR 269 where it would connect to an existing trail. The existing trail connects SR 269 to Maple Hill Road (Old SR 69) south of New Harmony. A new trail could then connect the existing trail to New Harmony by following Maple Hill Road into the town where it becomes Main Street. The trail would also include a spur that follows SR 269 and connects to Harmonie State Park.

One alternative for funding the proposed trails would be to use funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). There are two programs under the Act: the Transportation Enhancement Program and the Recreational Trails Program. The Transportation Enhancement Program is administered by the Indiana Department of Transportation (INDOT). The Indiana Department of Natural Resources' Division of Outdoor Recreation administers the monies available from Indiana's share of funds from the Recreational Trails Program to help government agencies and not-for-profit organizations develop recreational trail facilities for public use. Both programs require a local match of twenty percent (20%), but have different eligibility requirements and grant limitations.

### C. UTILITIES PLAN

The only issue for Mount Vernon's utilities is the overflow issue related to the combined wastewater and storm water system. The system originally had four overflow locations, but the Canal Street overflow has been eliminated. The overflow at Sawmill Street is anticipated to be eliminated by the end of 2009. The other two overflows, at Mill Creek and at the sewage treatment plant, will not be eliminated. Although two of the four overflows will be removed, the 10 year-one hour storm event treatment will still be provided.

Other sanitary sewer overflows remain a problem at County Club Estates lift station adjacent to Smith Road and at County Terrace Subdivision (i.e., Birdland) south of Lark at Cardinal.

The design capacity of the sewage treatment plant is 4.16 MGD and the current average daily flow is approximately 2 MGD. The existing plant should be sufficient for the future population growth of the city.

The water treatment plant in Mount Vernon began a plant expansion in June 2008. The expansion will increase capacity at the plant from 2.2 MGD to 4.4 MGD. Current demands are around 1.7 MGD; however, the completion of the Aventine Renewable Energy plant in the Southwind Maritime Center is expected to increase demand to 3.75 MGD. If the overall demand does increase to 3.75 MGD, 650,000 gallons per day are still available for future commercial and residential development. This should be sufficient for the anticipated growth.

### D. COMMUNITY FACILITIES AND SERVICES PLAN

Most of the governmental services and buildings, including county and city government structures, in Mount Vernon are adequate for current and future use. The only exceptions are the buildings used for City Hall, the Police Department, and Fire Department. City Hall is located in the historic Carnegie Library. The Police Department and Fire Department are located in an older building adjacent to city hall. Updated facilities, especially for the Police and Fire Departments, should be considered by the city. When considering new facilities for these services, it would be desirable to place these buildings near the center of the city to provide adequate service to the entire city.

### E. OPEN SPACE AND RECREATION PLAN

There are five parks located in the city limits of Mount Vernon and a playground behind the Alexandrian Library. Brittlebank Park covers 60 acres and includes Brittlebank Pool, four baseball fields, four lighted tennis courts, three shelter houses, a pond, and playground equipment. Fairview Park includes playground equipment and a half-court basketball court. Kimball Park includes a playground and park benches. Kiwanis Park includes a

baseball field and half-court basketball court. Sherburne Park includes playground equipment, park benches, picnic tables, and a shelter. The Jaycees Athletic Fields are located outside of the city limits, but are located just across the street from Brittlebank Park. This park includes multiple soccer fields. More detail on these parks can be found under “Community Facilities” in Chapter 3.

Based on suggestions from the National Recreation and Park Association, Mount Vernon already has enough recreational space to accommodate the anticipated 2030 population. However, not all residents of Mount Vernon have access to a park within easy walking distance. Allowing residents to use outdoor recreational equipment at the schools will improve access for some residents.

Although not shown on the Future Land Use map, a small park on the north side of Mount Vernon may be useful to improve access to recreational facilities for these residents. Kimball Park, in the southeast portion of Mount Vernon, gives these residents access to recreational facilities, but the park is less than 0.5 acres in size and does not include very many facilities. It is recommended that more park facilities are added south of Kimball Park in the Riverwood area. This area could include soccer/football fields, baseball/softball fields, and a basketball court. This area is prone to flooding, so facilities that may be affected by flooding are not recommended. Other minor additions to existing parks may also be considered. Brittlebank Park has several amenities, but could use a basketball court and volleyball court. There are no volleyball courts in any of the existing parks.

## F. ENVIRONMENT PLAN

The natural setting of a community generally determines constraints to urban development and the natural resources (i.e., mineral resources and forested areas) of the community are an indicator of economic development opportunities. With the exception of floodplains and wetlands along the Ohio River and McFaddin Creek, there are very few environmental constraints to development in and around Mount Vernon.

### 1. ENVIRONMENTAL FEATURES

#### a. Topography

Mount Vernon is relatively flat. The highest point in the city is at 484 feet above sea level and is located along Tanglewood Drive on the city’s west side in the subdivision north of Western Hills Country Club. The lowest point is 346 feet above sea level at several locations along the Ohio River. The average elevation for the city is 398 feet.

#### b. Soil Types

Mount Vernon has two soil types according to the United States Department of Agriculture Natural Resources Conservation Service Soil Survey Division. The Zipp-Vincennes-Evansville soil type is located in the eastern and southern portions of the city. This soil type has slopes ranging from zero to two percent. It has slow to moderate permeability, and its drainage is well to moderately well.

The Alford-Sylvan-Iona soil type is located in the northern and western portions of the city. This soil type has slopes ranging from zero to sixty percent. It has moderately slow to moderate permeability with well to moderately well drainage. Figure 6 shows the location of these soil types and the soil types surrounding Mount Vernon.

#### c. Agricultural Features

A large portion of the land around Mount Vernon is considered prime farmland if drained based on soil type. Most of the area is suitable for farming, but because the area is subject to flooding it is dependent on the amount



of rainfall and actions taken to protect the land. There are several locations surrounding Mount Vernon that are considered prime farmland, but these are also areas with some steep slopes. (See Figure 7.)

### d. Drainage

Mount Vernon is located directly on the Ohio River. Most of the water from the city eventually drains into the Ohio River. There are no major creeks or ditches in Mount Vernon. McFaddin Creek is immediately to the east of Mount Vernon and flows directly into the Ohio River. Indian Creek is located north of Mount Vernon. It flows into Big Creek.

Most of Posey County drains into the Wabash River. Most water is carried there by the Big Creek and its tributaries. Harmony Creek and the Black River also flow to the Wabash River. The Wabash River eventually flows into the Ohio River in southwestern Posey County. Cypress Slough, McFaddin Creek, Smith Creek and Beaverdam Creek also flow directly into the Ohio River (see Figure 8).

### e. Wetlands

Wetlands are natural systems that filter water before it enters the groundwater table and help support vegetation and wildlife. Wetlands are often found within floodplains in the bottom lands near streams or drainage ditches, but can also be found in isolated areas away from rivers or streams. The definition of a wetland is based on three parameters: wetland-type (hydric) soils, wetland-type (hydric) vegetation, and the presence of water in or above the ground for a specified period of time (roughly two weeks of the growing season). The existence of a wetland may prompt federal and state restrictions on development of a site.

With the exception of a few small lakes and ponds, there are no wetlands within Mount Vernon. Southeast of Mount Vernon, there are wetlands located along the Ohio River and surrounding both McFaddin Creek and Cypress Slough. A couple of miles west of the city are a few major wetland areas surrounding the Wabash River and other creeks that feed into it. (See Figure 8.) [The wetland area designations are for planning purposes only and do not constitute the designation of such areas as jurisdictional wetlands.]

### f. Floodplains

There are a few floodplains located within Mount Vernon's boundaries. They are located along the Ohio River and McFaddin Creek, as well as a few additional locations throughout the city. These additional floodplains are located north of Brittlebank Park and around County Mark. (See Figure 8.)

There are several areas surrounding Mount Vernon that are in the floodplain. A small amount of floodplains surround McFaddin Creek from its start to the Ohio River. Southeast of Mount Vernon is a large area of floodplains around the Ohio River. Approximately two miles west of Mount Vernon to the Wabash River is all located in the floodplain (see Figure 8). This is a very low lying area when compared to other areas around Mount Vernon.

A floodplain consists of areas on both sides of a body of water that are prone to both seasonal and intermittent flooding. High water tables, insurance restrictions and other problems with groundwater contamination can severely restrict or prohibit development within a floodplain.

The floodplain is divided into two areas: the floodway that carries fast moving waters and the floodplain fringe where flood waters pond. Within the floodway, no residential buildings are permitted and only roadways, utilities crossing the floodway, docking facilities and commercial structures approved and permitted by the Indiana Department of Natural Resources are allowed. No earth filling is permitted within the floodway with very stringent exceptions approved by the U.S. Corps of Engineers. Within the floodplain fringe, non-urban

uses (such as agricultural, forestry, recreational and open space activities) are preferred; however, urban uses may be permitted within the floodplain fringe under certain restrictions. These restrictions generally involve flow-through design for any portion of the structure below the 100-year flood elevation, elevation of an occupied portion of the structure or storage area above the 100-year flood elevation, and emergency access provisions for any occupied structures. Additional restrictions ensure that the proposed use does not degrade surface water quality, does not contribute to increased flood stages, and does not result in groundwater contamination risks. Further, restrictions prevent the expansion of any pre-existing structures that do not comply with current restrictions.

The Federal Emergency Management Agency (FEMA) produces the official floodplain maps that serve as the basis for the federal flood insurance program and serve as the guide for private insurance carriers. The Federal Emergency Management Agency and the Indiana Department of Natural Resources (IDNR, Division of Water) also administer the floodplain regulations of federal and state government. These restrictions have been gradually tightened over time, and major flooding in the past few years has resulted in further restrictions. Where flood disasters have occurred, FEMA has been determining whether it is more cost-effective in the long-term to prohibit reconstruction and relocate residents and businesses than to fund reconstruction.

Any construction within the floodplain must comply with state and federal permit requirements. Many towns and cities include additional restrictions in their zoning ordinance. Construction within the floodplain fringe may necessitate the need for a permit from the Indiana Department of Natural Resources (IDNR) with review by the U.S. Army Corps of Engineers, and may require the need for U.S. Army Corps of Engineers' approval if the magnitude of the project reaches certain thresholds. Construction activity within a floodway would require approval and permit from the U.S. Army Corps of Engineers in addition to IDNR approval and permitting. Please note that construction includes site preparation as well as construction of actual structures, and that most state and federal permit requirements are because of earth filling within the floodplain or stream alteration.

## 2. HISTORIC STRUCTURES

The Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana have jointly conducted historic structure inventories throughout the state. This effort identifies historic districts, buildings, structures, sites and objects for inclusion in state-wide historic preservation and documents properties potentially eligible for the National Register of Historic Places or the Indiana State Register of Historic Sites and Structures. The Posey County Interim Report identifies 382 historic properties in Mount Vernon which are considered worthy of historic preservation. Some of these properties are located in the three historic districts identified for Mount Vernon.

Of the 382 historic properties and three historic districts considered for historic preservation, five properties and two districts are listed on the National Register of Historic Places. There are also three archaeological sites in the Mount Vernon area listed on the National Register. The five properties include the William Gonnerman House, Frederick and Augusta Hagemann Farm, I.O.O.F. and Barker Buildings, Pitcher House, and Posey County Courthouse Square. The two districts include the Mount Vernon Downtown Historic District and Welborn Historic District.

The Posey County Interim Report places properties into five designation categories:

1. Outstanding (O) – recommended as a potential nomination for the National Register of Historic Places.
2. Notable (N) – recommended as a potential nomination for the Indiana Register of Historic Sites and Structures (lacks national significance).
3. Contributing (C) – contributes to the density, continuity and/or uniqueness for the whole county or historic district, but the present condition does not appear to meet National or State designation criteria. These properties may be considered for a county or local historic register program.

4. Reference (R) – site in historic districts that are considered later or badly altered pre-1940 structures. These properties do not meet inventory criteria.
5. Non-Contributing (NC) – sites in historic districts that create a negative impact.

The identification of properties as historic is primarily for informational purposes and makes these properties available for federal and state programs and tax incentives for historic preservation. Unless these properties are placed on a local, State or National Register of historic properties, there are no restrictions on the use, rehabilitation, reconstruction or demolition of such properties above the zoning and building code requirements applicable to all properties in the jurisdiction. However, the National Environmental Policy Act and the National Historic Preservation Act generally protect these structures from the adverse impacts of improvement projects involving federal funds.

There are three historic districts located in Mount Vernon. The Mount Vernon Downtown Commercial Historic District is primarily located along Main Street and Walnut Street between Water Street and Sixth Street. The exact location of the district can be found in Figure 4. The district includes 103 properties, 68 of which are in the contributing category or higher. There are 15 outstanding sites, 9 notable sites and 44 contributing sites.

The Welborn Historic District is primarily located along Walnut Street, Mulberry Street and Locust Street between Second Street and Ninth Street. The exact location of the district can be found in Figure 4. The Welborn Historic District is the largest of the three historic districts. It includes 159 structures, 129 of which are in the contributing category or higher. The district has 11 outstanding sites, 26 notable sites and 92 contributing sites.

The College Avenue Historic District is the smallest of the three districts and only includes 18 properties. The district is located on the west side of College Avenue between Fourth Street and Eighth Street. The location is shown in Figure 4. Eleven of the properties are in the contributing category or higher. This includes four outstanding structures, two notable structures and five contributing structures.

The other 174 historic structures are scattered throughout Mount Vernon. This includes eight outstanding structures, 30 notable structures and 136 contributing structures. The location of these sites is shown in Figure 4. In addition to six houses, the eight outstanding structures include the former Mount Vernon High School at 614 Canal Street and the former Posey County Jail and Sheriff's Residence located at 311 Mill Street.

### 3. POLICIES FOR PROTECTION

The only major environmental constraints that should be considered when future development occurs in and around Mount Vernon are wetlands and floodplains. It is not appropriate to develop within the wetlands in and around Mount Vernon, and it is not recommended to develop within the floodplains in and around the city. High concentrations of wetlands and floodplains are located east of Mount Vernon along the Ohio River and McFaddin Creek. While the Future Land Use map shows industrial uses in this area, structures should not be built within the wetlands or floodplains.

Protection of historic buildings is important in any community, especially communities with high concentrations of historic structures like Mount Vernon. All historic structures in the city should be protected and maintained, in particular those structures in the three historic districts. Many of the buildings in the Downtown Mount Vernon Historic District need to be examined for possible structural problems and repaired if at all possible. The Historic Landmarks Foundation of Indiana can help in finding grants and loans or other resources to help individuals, non-profit organizations, and communities preserve and restore historic structures.

## G. IMPLEMENTATION PROGRAM

### 1. COMPREHENSIVE PLAN IMPLEMENTATION

Specific actions to implement the Comprehensive Plan include:

- Adoption of the Comprehensive Plan by the Posey County Area Plan Commission and Mount Vernon City Council, and
- Recording of the Comprehensive Plan at the Posey County Recorder's Office.

### 2. LAND USE DEVELOPMENT PLAN

The Future Land Use Map (Figure 35 and Figure 36) designates major land uses within and adjacent to Mount Vernon to accommodate the future land use needs of the city consistent with the future vision (goals and objectives) for development. The Future Land Use Map is incorporated into the recommendations of the Comprehensive Plan. The Posey County Area Plan Commission should consider the Future Land Use Map and the goals and objectives when making any development reviews. The Plan Commission must consider the Future Land Use Map and goals and objectives when making any decisions on zoning and subdivision regulations.

### 3. TRANSPORTATION/THOROUGHFARE PLAN

The Thoroughfare Plan establishes the general location of new, extended, widened or narrowed public ways. Currently in Mount Vernon, 4th Street (SR 62) is functionally classified as an Urban Principal Arterial. There are also several roads classified as an Urban Minor Arterial, including Main Street, Mill Street, Lower New Harmony, 2nd Street, and Bluff Road. Figure 24 shows the functional classification for roads in Mount Vernon.

There is one unfunded project in Posey County within the 25-Year Long Range Transportation Plan, which includes widening SR 66 east of Wadesville. The INSTIP for 2008 through 2011 includes four projects for Posey County, ranging from road rehabilitation to added travel lanes. Two of these projects are in Mount Vernon. One of the two is a small structure replacement on SR 62 0.25 miles west of SR 69 North. The other project is an added travel lanes project on SR 62 at Tile Factory Road which would improve turning movements at the intersection. There are no local roadway improvements by the city currently anticipated. However, in the event that INDOT reconstructs roadways in Mount Vernon, the city should press INDOT for the replacement of curb and gutter, sidewalks for the handicapped, and appropriate landscaping, signage and lighting.

The completion of the western portion of the SR 69 Bypass from Industrial Road to the junction of SR 62 at SR 69 west of Mount Vernon was investigated in the 1998 Feasibility Study, but has not been added to the state Long Range Transportation Plan by INDOT for funding of subsequent phases. (The 1998 Feasibility Study estimated the total project cost for the 3.6-mile two-lane facility at \$ 18,308,000 in 2003 dollars that has increased to \$32,540,00 in 2008 dollars due to construction cost escalation.) The Future Land Use map includes the western bypass as illustrated in the Feasibility Study.

Posey County and the Southwind Maritime Center have discussed the possibility of extending (improving) Lamont Road (CR 400 E) from the intersection of SR 69 and SR 62 (on the east side of Mount Vernon) to Bluff Road to improve access to Southwind and to provide access for additional industrial park development. However, no source of funds has been identified thus far. The Future Land Use Alternatives map shows three alternatives for the extension of Lamont Road. One alternative upgrades Lamont Road to a point halfway between SR 62 and Bluff Road where it curves into the Southwind Maritime Center. Another alternative upgrades Lamont Road to just north of Bluff Road where it curves to Bluff Road. In this case, a connection to



Bluff Road east of this new alignment will be built to connect Bluff Road to Lamont Road. The third alternative upgrades Lamont Road to Bluff Road with no change in alignment. Any of these three alternatives will help eliminate some of the truck traffic in Mount Vernon because trucks would be able continue south of SR 62 from the William Keck Bypass rather than turning on SR 62 to Southwind Port Road in Mount Vernon. The alternatives are 1.3 to 1.8 miles in length, and are estimated to cost \$7.3 million to \$10.2 million in 2008 dollars. The Future Land Use map shows the second alternative where Lamont Road is upgraded to just north of Bluff Road and curved west onto Bluff Road. The connection will allow residents who live east of Lamont Road on Bluff Road to continue to use Lamont Road to get into Mount Vernon.

Mount Vernon is also considering the reconstruction of Grant Street from Lower New Harmony Road to Main Street to serve truck traffic from the Country Mark Refinery, GAF and WSI. Consideration is being given to using Federal Surface Transportation (Group III funds) to fund the project. It is anticipated that as road reconstruction projects are identified, additional Federal Surface Transportation Program grants will be sought.

As an urban minor arterial/rural major collector, Seibert Lane should be improved from Industrial Drive to Tile Factory Road and extended eastward to the William Keck Bypass. Seibert Lane will serve as the primary arterial on the North side of Mount Vernon serving growth northward to the William Keck Bypass (SR 69). The cost of reconstruction or new construction ranges from \$4.0 million to \$9.6 million per mile in 2008 dollars depending on the type of drainage system (storm drain versus ditches) and cost of right-of-way. Thus, the cost for this 2.5-mile facility ranges from \$10 million to \$24 million. The source of funding would be federal Surface Transportation Program Group III and Group IV funds requiring a 20% match by the local jurisdictions. The donation of right-of-way and construction of portions of Seibert Lane by private development could reduce the cost to the public.

In addition to roadway improvements, the Transportation/Thoroughfare Plan may also include the locations of new pedestrian/bicycle paths. The Indiana Trails Summit has a goal of a trail within 15 minutes (measured by 7.5 miles) of every Hoosier by 2016. There are currently no major trail systems located in or near Mount Vernon. The two trails mentioned earlier in this chapter, one from the Bend on the Ohio Plan and the other connecting Mount Vernon to New Harmony and Harmonie State Park, would be very valuable for the city. Both of these trails are shown on the Future Land Use map. The City of Mount Vernon is in the process of defining the improvements for a trail (pedestrian/bicycle) path from Brittlebank Park to West Elementary School to the new downtown riverfront park using a Transportation Enhancement grant, and is considering the use of Safe Route to School funds (about \$242,000) for improvement pedestrian/bicycle access from 8th Street to West Elementary School.

As mentioned previously, there are multiple funding options for these trails. One alternative for funding the proposed trails would be to use funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). There are two programs under the Act: the Transportation Enhancement Program and the Recreational Trails Program. The Transportation Enhancement Program is administered by the Indiana Department of Transportation (INDOT). The Indiana Department of Natural Resources' Division of Outdoor Recreation administers the monies available from Indiana's share of funds from the Recreational Trails Program to help government agencies and not-for-profit organizations develop recreational trail facilities for public use. Both programs require a local match of twenty percent (20%), but have different eligibility requirements and grant limitations.

Other funding options include, the federal Transportation Enhancement Program managed by INDOT and the federal Recreational Trails Program managed by the Indiana Department of Natural Resources. These organizations are a source of grant monies to design, acquire land and build bikeways and trails. To facilitate sidewalk repairs, other communities have developed a sidewalk improvement matching program with a sliding scale based on income to help property owners maintain, repair and replace sidewalks.

#### 4. UTILITIES PLAN

There are no major issues with the water or wastewater systems in Mount Vernon. The wastewater plant should have the overflow at Sawmill Street eliminated by the end of 2009, leaving only two overflows. One overflow is located at Mill Creek and the other at the sewage treatment plant. Using only these two overflows, the 10 year-one hour storm event treatment will still be provided. The plant capacity is adequate for the anticipated growth in Mount Vernon. The treatment plant should be monitored during heavy rain events to ensure that the capacity of the combined system continues to be sufficient.

Other sanitary sewer overflow problems such as at the Country Club Estates lift station (adjacent to Smith Road) and at Country Terrace Subdivision (south of Lark at Cardinal), will have to be addressed.

The water plant began expansion in June 2008. The expansion will increase the capacity of the plant from 2.2 MGD to 4.4 MGD. Space is available on Site to add capacity in 2 MGD increments to provide 6 MGD additional capacity. The current demand is approximately 1.7 MGD, but is expected to increase to 3.75 MGD with the completion of the Aventine Renewable Energy plant. With this expansion, the plant should have adequate capacity for future residential and commercial development. The water plant should also be monitored in the future to determine the actual usage by Aventine and any other large industrial uses that may move into the Mount Vernon area.

#### 5. COMMUNITY FACILITIES AND SERVICES PLAN

Most of the governmental services and buildings in Mount Vernon are adequate for current and future use. As mentioned previously, the only exceptions are the older buildings used for City Hall, the Police Department, and Fire Department. The city should consider updated facilities for these uses. One possibility would be for the city to purchase one or both of the buildings previously used by the Expressway car dealerships, which have now moved to the intersection of SR 62 and the William Keck Bypass. These buildings have been sitting empty and have plenty of space for use by the fire department and police department, including large garage areas. The buildings would also be sufficient for use by City Hall. This site is sufficient in size for a possible community center and recreation facilities. There may also be surplus space for an urgent care facility desired by the community.

#### 6. OPEN SPACE AND RECREATION PLAN

Recreational facilities in Mount Vernon are mostly adequate for the future population in Mount Vernon. The only suggestions would be that the schools open up their outside facilities for use by neighborhood residents and inform residents of which facilities they may use. This would open up recreational opportunities for more people, especially on the east side of Mount Vernon.

A small park on the north side of Mount Vernon should be considered for the future. Currently, there are no parks within easy walking distance of this part of town. A small facility with a playground and basketball court would be sufficient if there is minimal space available.

It is also recommended that more park facilities are added south of Kimball Park in the Riverwood area. This area could include soccer/football fields, baseball/softball fields, and a basketball court. This area is prone to flooding, so facilities that may be affected by flooding are not recommended. Other minor additions to existing parks may also be considered. Brittlebank Park has several amenities, but could use a basketball court and improved volleyball court. There are no volleyball courts in any other parks.

The city should investigate federal Open Space and Recreation grant programs, the federal Rural Affairs Program, and other possibilities for the acquisition of parkland and for the addition of recreation facilities.

### 7. ENVIRONMENT PLAN

Understanding the natural environment of an area including drainage, wetlands, floodplains and topography is critical. Recognizing the historic structures within a community is also very important.

Protection of wetlands and floodplains is one of the most important environmental issues in any community. Mount Vernon has very few wetlands within the city limits. Wetlands are located east and south of the city along the floodplains of McFaddin Creek and the Ohio River. As future development extends beyond the city's current boundary, it will be important to identify the location of these wetlands and ensure no development occurs in them. The Future Land Use map does not identify future uses in the Ohio River floodplain, but does show industrial uses near the McFaddin Creek floodplain. This area should be left as open space and the placement of structures in the floodplain should be limited if allowed at all.

Many homes and commercial buildings in Mount Vernon are historic. It is important to maintain these structures and preserve the history of Mount Vernon. The City should not favor any significant changes to historic homes or commercial buildings, but encourage appropriate maintenance, rehabilitation and reuse. The city could also assist in educating citizens and organizations on potential grants and tax incentives for historic home maintenance and rehabilitation of historic commercial structures.

Finally, because the interests of historic preservation and economic development coincide in downtown Mount Vernon, there are a variety of programs involving technical assistance (i.e., Indiana Main Street Program) and financial assistance (i.e., federal economic development grants) that assist in downtown revitalization initiatives.

### 8. ECONOMIC DEVELOPMENT

Improving economic development opportunities is one of the top concerns of the citizens of Mount Vernon. As part of the Future Vision for Mount Vernon, the objectives for expanding employment opportunities included:

- Encourage new quality industry to develop in Mount Vernon by promoting the assets of the Southwind Maritime Centre on the Ohio River, Interstate 64 and rail.
- Provide incentives to encourage the reuse of vacant industrial and commercial structures and properties within and adjacent to Mount Vernon in a manner compatible with surrounding uses.
- Encourage commercial development in downtown Mount Vernon.
- Encourage industrial development around Mount Vernon, near the Ohio River, SR 62, SR 69, and in the Southwind Maritime Centre.
- Provide the adequate infrastructure to existing and proposed industrial and commercial sites to ensure suitable sites for immediate development (shovel ready sites).
- Promote the numerous transportation opportunities around Mount Vernon (I-64, SR 62, SR 69, the Ohio River, and rail lines) to attract new development.
- Identify and preserve industrial sites for business expansion, relocation and attraction.
- Develop a comprehensive, cooperative (all levels of government, all local government and the public and private sectors) and continuing economic development program to retain and attract businesses with shovel-ready sites and supporting business infrastructure.

An economic development strategy and action program for Mount Vernon should translate the previous objectives into an effective implementation program. The essential ingredients of a comprehensive economic development program include:

- Identifying the assets of Mount Vernon relative to --
  - Infrastructure such as the residual sanitary sewer and water capacity.
  - Access to multiple forms of transportation including the Ohio River, SR 62, SR 69, and the numerous railroads.
  - Available land, particularly in the Southwind Maritime Center.
  - Workforce such as well educated and skilled.
  - Amenities such as small community atmosphere, strong primary and secondary educational system, natural and recreational amenities, affordable housing, etc.
- Identifying emerging business sectors --
  - Targeting those businesses for which Mount Vernon has a competitive advantage.
- Developing a business retention and attraction program --
  - Annual surveys of existing businesses to determine concerns that government can address to make them more competitive.
  - Examination of emerging businesses to find out their needs and location decision criteria.
- Developing and marketing existing and potential sites --
  - Creating an inventory of shovel ready sites and immediate move-in structures.
  - Removing environmental constraints to sites such as removal of environmental contamination, provision of adequate storm drainage, elevation of site above 100-year floodplain, etc.
  - Providing roadway access, sanitary sewers, waterlines and other utilities to the perimeter of shovel ready sites.
- Developing financial and technical assistance programs for small business development -
  - Business incubators.
  - Retired executive's corps.
  - Business venture capital programs.
- Developing financial resources for government and incentives for businesses --
  - Tax increment financing for infrastructure improvements.
  - Revenue bonds and tax abatement programs for businesses.
  - Employee training programs for businesses.
- Building relationships with other economic development entities at the county and state levels for the marketing of available sites and buildings, infrastructure improvement programs, financial and technical assistance programs and technical training programs.

A variety of federal, state, and nonprofit programs are available to assist Mount Vernon in developing and implementing an economic development program.

## 9. HOUSING

A housing survey was completed as part of this Comprehensive Plan. The survey rated all houses located in incorporated Mount Vernon from A (extremely well kept homes with no maintenance needs) to E (houses that have several major repair needs and appear to be unlivable). The resulting map is shown in Figure 5. The



map reveals areas of Mount Vernon where groups of homes in need of repair are located. The city can use this map to assist in targeting particular areas where the city should focus its efforts on the housing rehabilitation program.

The city also has a dilapidated housing program that requires individual home owners to repair or remove dilapidated housing. The program identifies housing in Mount Vernon that is in such poor condition that it causes health and safety concerns. The city contacts the homeowner and presents a timeline for the house to be repaired or removed. If no changes are made or the homeowner does not respond to messages by the city, the ownership of the house can be taken over by the city and the house removed.

The primary sources for funding these programs are the Indiana Housing and Community Development Foundations Grant Program, the Arc of Indiana, and Generations.

### 10. RIVERFRONT REDEVELOPMENT

In 2006, Mount Vernon received a \$500,000 Federal Transportation Enhancement grant for Riverfront Redevelopment. A portion of this funding was used to hire Green 3, LLC and NINebark, Inc. to develop “The Bend on the Ohio” riverfront plan. The plan incorporates several different areas, such as a landing/wharf that provides anchorage for tow boats and steamboats and an open lawn area with stepped seating for playing or relaxing. Trails and a marina would also be located on the waterfront, offering many forms of recreation. There has also been space reserved for festivals and marketplaces. Figure 29 and Figure 30 show the proposed plan. The plan identifies multiple public, public/private partnership, and private funding sources to help complete this project, including:

#### Public

- Ohio River Scenic Byway grant application funds
- FHA/INDOT Transportation Enhancement grant application funds
- Recreational Trails Program grant application funds
- IDNR Historic Preservation & Archaeology grant application funds
- Federal/Congressional appropriations (U.S. Army Corps of Engineers/U.S. Department of Interior)
- Community Development Block Grant application funds
- Federal/State Brownfields grant application funds
- Indiana Statehouse Budget line item appropriations
- Indiana Department of Commerce/Main Street Program
- Indiana Gaming Commission/City of Evansville shared revenue program
- Ports of Indiana Commission appropriations

#### Public/Private Partnership

- Marina development: Mount Vernon/Boat Club Property Owner/ Ports of Indiana
- Silo demolition or adaptive reuse: Mount Vernon/Potential Tenants/Historic Landmarks
- Historic Architecture Preservation & Adaptive Reuse: Mount Vernon & Historic Landmarks Facade Incentive Programs/Property Owners

Private

- Kresge Foundation: Green Building Initiative/Capital Challenge Grant Program
- Individual/Foundation/Corporate sponsorships and/or naming rights
- Planned giving opportunities
- Capital Campaign
- Individual/Business/Corporate donations of material and time

## 11. DOWNTOWN REVITALIZATION

In 2006, the Mount Vernon Redevelopment plan was created by American Consulting, Inc. The plan was funded as part of a \$50,000 Downtown Revitalization Grant from OCRA. The plan included a Conceptual Master Plan for the downtown, a model streetscape, and multiple suggestions for the downtown area, including a Downtown Gateway structure, additional benches and trash receptacles, bicycle and multi-use trails, a civic/community center, museums, infill development, façade and signage improvements, a Farmer's Market, lighting and banners, a Marina, and public art. The plan also included seven goals with multiple objectives for the downtown, a timeline to complete the proposed changes, and a schedule for maintenance of the plan.

## 12. LAND USE CONTROLS

A comparison was made between the existing land and the existing land use zoning designations to identify non-conforming use issues. Because residential uses are only permitted through the granting of a "special exception" in the commercial zoning districts (CS -- Shopping Center District, CG -- General Commercial District, CBD -- Central Business District, and CH -- Commercial High Intensity District), existing residential uses are non-conforming uses in these districts, and new residential uses are prohibited except through "special exception" or rezoning. As a non-conforming residential use, owners cannot add rooms or a garage and are discouraged from maintaining the property. Because residential uses are not permitted uses in the commercial districts, mixed use projects involving residential uses such as second floor apartments about retail stores and offices are prohibited without going through a special exception.

The existing 4th Street (SR 62) corridor is zoned General Commercial (CG). However, this commercial corridor was historically residential and residential uses still front 4th Street in several blocks. The courthouse square is zoned Central Business District. However, in the past upper floors of commercial buildings were residential, and the upper floors previously used for storage are more appropriate for residential uses today. Accordingly, consideration should be given to amending the text of the General Commercial District (CG) and Central Business District to permit single-family, two-family and multi-family uses as permitted uses. (Due to the intensity and arrangement of commercial uses in shopping centers and large box commercial centers, residential uses are not suggested as permitted uses in the Shopping Center District or Commercial High Intensity District because the development of a small residential area in these tracks of land may adversely affect marketability for commercial use and because portions of the site may be rezoned for multi-family uses or townhouses as part of a mixed use plan combining different zoning districts.)

While the future land use map shows land uses that are not permitted by current zoning, it is not generally recommended to rezone these uses at this time so that the public has an opportunity to review and comment on the proposed developments. Nevertheless, the future land use map would support rezoning to these future uses when the property owner and developer bring forth a development proposal. The only exception to this general perspective is future industrial uses. Because industrial uses involve the most stringent location criteria and a residential subdivision in an area designed for future industrial use may eliminate the marketability of the site, consideration may be given to rezoning some of the future industrial areas along the William Keck Bypass and the western extension of the bypass for future industrial development.

### 13. FINANCIAL ASSISTANCE PROGRAMS

To assist in the implementation of the Comprehensive Plan, there are a variety of technical and financial assistance programs to address a variety of issues in Mount Vernon including:

- economic development and downtown revitalization,
- commercial and residential structure preservation and rehabilitation,
- recreation facility preservation and new construction,
- bicycle, pedestrian and trail facilities,
- landscaping, signing and lighting,
- sanitary sewer, potable water and stormwater drainage programs and facilities, and
- natural resource preservation programs for wetlands and floodplains.

This Comprehensive Plan will provide the documentation for a wide variety of community needs that will place Mount Vernon at a competitive advantage for grants for all kinds of federal, state and private programs.

### H. CONCLUSION

In conclusion, the effectiveness of the Comprehensive Plan depends on the extent to which it is integrated into the development review and infrastructure planning and programming processes. To ensure the continued relevance to the decision-making process, the Plan should be reviewed at least every five years and should be updated at least every ten years to reflect changing economic conditions in order to keep the Comprehensive Plan on course to achieve the desired future vision for Mount Vernon.

**APPENDIX A**

# Socioeconomic Tables



Table A-1: Mt. Vernon Historic Structures

East Fourth Street (North Side)			
Building #	Designation	Building	Description
001	NC	Vacant Lot	
002	C	Elks Hall (former Hovey Home site)	American Four-Square, c.1915
003	O	Welborn House	Italianate, 1847
004	C	Dr. Doerr House	Carpenter-Builder, c.1890
East Fourth Street (South Side)			
Building #	Designation	Building	Description
005	C	House	Modern, c.1920
West Third Street (South Side)			
Building #	Designation	Building	Description
006	C	Commercial Building	Twentieth Century Functional, c.1920
East Third Street (South Side)			
Building #	Designation	Building	Description
007	NC	Commercial Building	Modern, c.1960
008	NC	Commercial Building	Modern, c.1960
009	O	Coliseum	Classical Revival, 1928
010	C	House	Carpenter-Builder, c.1910
West Second Street (North Side)			
Building #	Designation	Building	Description
011	O	Opera House	Italianate, c.1885
012	C	Commercial Building	Italianate, c.1880
013	NC	Vacant Lot	
East Second Street (North Side)			
Building #	Designation	Building	Description
014	C	Commercial Building	Nineteenth Century Functional, c.1890
015	C	Commercial Building	Nineteenth Century Functional, c.1890
016	N	House	Italianate, c.1870
017	C	House	Greek Revival, c.1870
West Second Street (South Side)			
Building #	Designation	Building	Description
018	NC	Vacant Lot	
019	C	Commercial Building	Twentieth Century Functional, c.1910
020	C	Commercial Building	Romanesque Revival, c.1890
021	C	Commercial Building	Twentieth Century Functional, c.1920
East Second Street (South Side)			
Building #	Designation	Building	Description
022	NC	Commercial Building	Modern, c.1970
023	C	Commercial Building	Twentieth Century Functional, c.1910
024	C	Commercial Building	Twentieth Century Functional, c.1910
025	C	Commercial Building	Nineteenth Century Functional, c.1900
026	R	House	Modern, c.1945
West Water Street (North Side)			
Building #	Designation	Building	Description
027	NC	Vacant Lot	
028	O	Riverside Hotel	Greek Revival, c.1828, Demolished 1984
029	N	Dunn House	Greek Revival, 1824, Demolished 1984
030	C	Fraternal Order of Eagles Hall	Classical Revival, c.1910
East Water Street (North Side)			
Building #	Designation	Building	Description
031	C	Commercial Building	Nineteenth Century Functional, c.1890
032	NC	Vacant Lot	
033	NC	Commercial Building	Nineteenth Century Functional/Modern, c.1895/c.1950
034	NC	Commercial Building	Modern, c.1970
035	N	Fuhrer House	Greek Revival/Queen Anne, c.1850/c.1895
036	NC	Commercial Building	Modern, c.1960

Table A-1: Mt. Vernon Historic Structures (continued)

College Avenue (East Side)			
Building #	Designation	Building	Description
037	C	Commercial Building	Victorian Functional, c.1890
038	NC	Vacant Lot	
Main Street (West Side)			
Building #	Designation	Building	Description
039	C	Commercial Building	Nineteenth Century Functional, c.1890
040	NC	Vacant Lot	
041	C	Commercial Building	Twentieth Century Functional, c.1910
042	NC	Vacant Lot	
043	R	Commercial Building	Twentieth Century Functional, c.1910
044	N	Commercial Building	Italianate, c.1885
045	NC	Commercial Building	Modern
046	C	Commercial Building	Nineteenth Century Functional, c.1870
047	O	Stinson Brothers Building	Romanesque Revival, c.1890
048	N	Commercial Building	Italianate, c.1885
049	NC	Parking Lot	
050	R	Commercial Building	Nineteenth Century Functional, c.1885
051	C	Commercial Building	Nineteenth Century Functional, c.1885
052	C	Commercial Building	Nineteenth Century Functional, c.1885
053	C	Commercial Building	Nineteenth Century Functional, c.1900
054	C	Commercial Building	Nineteenth Century Functional, c.1890
055	C	Commercial Building	Nineteenth Century Functional, c.1890
056	C	Commercial Building	Italianate, c.1890
057	C	Commercial Building	Italianate, c.1880
058	C	Commercial Building	Twentieth Century Functional, c.1910
059	O	Rosenbaum Building	Romanesque Revival, c.1905
060	N	Evertson Building	Nineteenth Century Functional, 1884
061	C	Commercial Building	Twentieth Century Functional, c.1900
062	R	Commercial Building	Twentieth Century Functional, c.1920
063	C	Commercial Building	Italianate, c.1890
065	O	Commercial Building	Romanesque Revival, 1888
066	C	Commercial Building	Italianate, 1884
Main Street (East Side)			
Building #	Designation	Building	Description
067	R	Commercial Building	Nineteenth Century Functional, c.1880
068	R	Commercial Building	Nineteenth Century Functional, c.1880
069	R	Commercial Building	Nineteenth Century Functional, c.1880
070	C	Commercial Building	Nineteenth Century Functional, c.1890
071	C	Commercial Building	Nineteenth Century Functional, c.1890
072	C	Commercial Building	Twentieth Century Functional, c.1910
073	C	Armory	Twentieth Century Functional, 1927
074	NC	Parking Lot	
075	C	Commercial Building	Nineteenth Century Functional, c.1880
076	C	Commercial Building	Queen Anne, c.1900
077	NC	Commercial Building	Modern, 1984
078	R	Commercial Building	Modern, c.1980
079	C	Commercial Building	Nineteenth Century Functional, c.1890
080	NC	Parking Lot	
081	C	Commercial Building	Twentieth Century Functional, c.1910
082	C	Commercial Building	Italianate, c.1890
083	O	Posey County Courthouse	Italianate, 1876, Vrydagh and Clarke, Architects
084	O	Statue	1908, designed by F.M. Young, cast by Rudolf Schwartz
085	O	I.O.O.F. Hall	Romanesque Revival, 1898
086	O	Commercial Building	Italianate, 1900
087	NC	Parking Lot	
088	NC	Parking Lot	
089	R	Commercial Building	Indeterminate, c.1920
090	C	Commercial Building	Twentieth Century Functional, c.1910

**Table A-1: Mt. Vernon Historic Structures (continued)**

091	NC	Garage	Demolished
092	R	Commercial Building	Neo-Colonial, c.1970
093	O	Alexandrian Free Library (Carnegie Library)	Classical Revival, 1904
094	O	City Hall	Romanesque Revival, 1893
<b>Walnut Street (West Side)</b>			
<b>Building #</b>	<b>Designation</b>	<b>Building</b>	<b>Description</b>
095	NC	American Legion	Modern, 1965
<b>Walnut Street (East Side)</b>			
<b>Building #</b>	<b>Designation</b>	<b>Building</b>	<b>Description</b>
096	N	House	Italianate, c.1880
097	R	House	Carpenter-Builder, c.1890
098	C	House	Carpenter-Builder, c.1870
099	C	Dr. Smith Office	Italianate, c.1870
100	R	House	Carpenter-Builder, c.1880
101	N	James House	Greek Revival, c.1870
102	N	Post Office	Classical Revival, 1931
103	O	House	Greek Revival, c.1865
104	O	Hovey House (Masonic Hall)	Italianate, c.1875

Source: *Indiana Historic Sites and Structures Inventory: Posey County - Interim Report*, Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana; February 1985

O - Outstanding  
 N - Notable  
 C - Contributing  
 R - Reference  
 Non-  
 NC - Contributing

Table A-2: Population Trends

Year	1900	1910	1920	1930	1940	1950
Indiana	2,516,462	2,700,876	2,930,390	3,238,503	3,427,796	3,934,224
Posey County	22,333	21,670	19,334	17,853	19,183	19,818
Black Township	7,991	8,234	7,623	7,118	7,557	8,173
Mount Vernon	5,132	5,563	5,284	5,035	5,638	6,150
Year	1960	1970	1980	1990	2000	2006*
Indiana	4,662,498	5,195,392	5,490,224	5,544,159	6,080,485	6,313,520
Posey County	19,214	21,740	26,414	25,968	27,061	26,765
Black Township	7,869	9,268	10,429	9,962	10,288	10,054
Mount Vernon	5,970	6,770	7,656	7,217	7,478	7,186

Source: Indiana Business Research Center

\*U.S. Census Bureau Estimate



Table A-3: Population Forecasts

Year	2006*	2010	2015	2020	2025	2030	2035	2040
<b>Indiana Business Research Center (IBRC)</b>								
<b>Posey County</b>	26,765	26,448	26,212	26,053	25,897	25,561	25,100	24,540
<b>Woods &amp; Poole Economics, Inc.</b>								
<b>Posey County</b>	26,765	26,634	26,484	26,408	26,410	26,512	**	**

Source: Indiana Business Research Center; Woods & Poole Economics

\*U.S. Census Bureau Estimate

\*\*data were not available

Table A-4: Demographic Characteristics

	2000			
	Mount Vernon	Black Twp.	Posey Co.	Indiana
<b>Total Population</b>	7,478	10,288	27,061	6,080,485
<b>Sex</b>				
Male	3,576	5,020	13,468	2,982,474
Female	3,902	5,268	13,593	3,098,011
<b>Age</b>				
Under 5 years	482	654	1,718	423,215
5 to 9 years	524	753	2,033	443,273
10 to 19 years	1,148	1,591	4,305	896,898
20 to 29 years	811	1,071	2,706	834,766
30 to 39 years	1,059	1,524	3,996	900,297
40 to 49 years	1,153	1,644	4,603	919,618
50 to 59 years	889	1,244	3,215	673,912
60 to 69 years	566	789	2,080	439,412
70 to 79 years	531	657	1,588	351,489
80 to 84 years	182	215	456	106,047
85 years and over	133	146	361	91,558
<b>Income</b>				
Households Reporting	3,058	4,090	10,223	2,337,299
Less than \$10,000	405	465	820	188,408
\$10,000 to \$19,999	453	547	1,224	298,127
\$20,000 to \$29,999	389	510	1,284	323,872
\$30,000 to \$39,999	385	511	1,231	306,163
\$40,000 to \$49,999	278	376	1,105	269,532
\$50,000 to \$59,999	291	387	1,070	235,515
\$60,000 to \$74,999	334	498	1,429	264,202
\$75,000 to \$99,999	289	437	1,255	237,299
\$100,000 to \$124,999	138	205	443	104,007
\$125,000 to \$149,999	41	74	205	43,838
\$150,000 or more	55	80	157	66,266
Median HH income	\$36,543	\$40,233	\$44,209	\$41,567
<b>Poverty</b>				
Households Reporting	3,058	4,090	10,223	2,337,229
Households in poverty	440	527	925	221,437
Family Households	2,118	2,954	7,695	1,611,045
Families in poverty	223	267	461	107,789
<b>Education</b>				
Age 25 and older	4,969	6,816	17,671	3,893,278
High School Graduate	39.8%	41.6%	41.8%	37.2%
Some College (no degree)	22.1%	22.3%	21.6%	19.7%
Associate Degree	5.3%	5.2%	6.3%	5.8%
Bachelor's Degree	8.0%	8.5%	9.1%	12.2%
Graduate or Professional Degree	5.7%	6.1%	5.6%	7.2%

Source: U.S. Census Bureau Census 2000

Total Pop, Sex, Age from SF 1

Income, Poverty, Education from SF 3

Table A-5: Family Income

	Mount Vernon	Posey County	Indiana
<b>Total Families</b>	2,118	7,695	1,611,045
Less than \$10,000	6.5%	3.3%	4.3%
\$10,000 to \$14,999	5.4%	3.8%	3.5%
\$15,000 to \$19,999	4.3%	4.7%	4.6%
\$20,000 to \$24,999	7.6%	5.0%	5.6%
\$25,000 to \$29,999	3.5%	5.0%	6.2%
\$30,000 to \$34,999	7.2%	6.6%	6.4%
\$35,000 to \$39,999	5.2%	5.3%	6.4%
\$40,000 to \$44,999	6.6%	7.0%	6.5%
\$45,000 to \$49,999	4.1%	5.3%	6.0%
\$50,000 to \$59,999	12.9%	11.9%	11.7%
\$60,000 to \$74,999	13.2%	16.8%	13.9%
\$75,000 to \$99,999	12.7%	15.5%	12.9%
\$100,000 to \$124,999	6.3%	5.6%	5.8%
\$125,000 to \$149,999	1.9%	2.4%	2.4%
\$150,000 to \$199,999	1.5%	1.1%	1.8%
\$200,000 or more	1.1%	0.9%	1.9%
<b>Median Family Income in 1999</b>	\$49,432	\$53,737	\$50,261
<b>Families with income in 1999 below poverty level (%)</b>	10.5%	6.0%	6.7%
<b>Individuals with income in 1999 below poverty level (%)</b>	12.5%	7.4%	9.5%

Source: U.S. Census Bureau Census 2000, SF 3

Table A-6: Housing Characteristics

	2000			
	Mount Vernon	Black Township	Posey County	Indiana
<b>Total Population</b>	7,581	10,342	27,061	6,080,485
Group Quarters Population	135	135	273	178,321
Household Population	7,446	10,207	26,788	5,902,164
<b>Households</b>	3,043	4,061	10,205	2,336,306
Household Size (persons)	2.45	2.51	2.62	2.53
<b>Total Housing Units</b>	3,318	4,386	11,076	2,532,319
Vacant Housing Units	275	325	871	196,013
Percent Vacant Units	8.3%	7.4%	7.9%	7.7%
Occupied Housing Units	3,043	4,061	10,205	2,336,306
Percent Occupied Units	91.7%	92.6%	92.1%	92.3%
Owner Occupied	2,158	3,052	8,357	1,669,083
Percent Owner Occupied Units	70.9%	75.2%	81.9%	71.4%
Renter Occupied Housing Units	885	1,009	1,848	667,223
Percent Renter Occupied Units	29.1%	24.8%	18.1%	28.6%
<b>Owner Occupied Housing Value</b>				
Total Units Reported	2,158	3,052	8,357	1,669,083
Less than \$25,000	146	240	612	93,736
\$25,000 to \$49,999	286	364	926	168,811
\$50,000 to \$99,999	1,171	1,507	3,663	677,173
\$100,000 to \$149,999	415	670	2,000	407,895
\$150,000 or more	140	271	1,156	321,468
Median Value	\$78,900	\$82,800	\$87,600	\$92,500
<b>Monthly Contract Rent</b>				
Total Units Reported (with cash rent)	813	900	1,541	618,575
Less than \$200	166	178	306	59,829
\$200 to \$399	395	437	814	199,136
\$400 to \$599	214	243	361	250,142
\$600 or more	38	42	60	109,468
Median Rent	\$325	\$326	\$318	\$432
<b>Units in Structure</b>				
Total Housing Units	3,318	4,386	11,076	2,532,319
1 Unit, Detached	2,502	3,347	8,986	1,802,259
1 Unit, Attached	13	13	39	74,224
2 to 4 Units, Attached	207	218	326	185,707
5 to 9 Units, Attached	192	192	227	115,303
10 or More Units, Attached	170	170	260	186,316
Mobile Home	234	446	1,227	166,733
Other	0	0	11	1,777
<b>Age of Structure</b>				
Total Housing Units	3,318	4,386	11,076	2,532,319
1990 to March 2000	323	487	1,518	437,347
1980 to 1989	378	550	1,449	286,089
1970 to 1979	627	923	2,379	415,562
1960 to 1969	564	729	1,531	345,252
1950 to 1959	357	455	1,130	330,958
1940 to 1949	253	274	744	204,354
Before 1940	816	968	2,325	512,757
Median Year Built	1964	1967	1969	1966

Source: U.S. Census Bureau Census 2000, SF 3



Table A-7: Housing Forecasts

City/Town	Year	Pop	HH	HHPop	GQPop	Vacancy Rate	HU
Mount Vernon	1970	6,770	2,226	6,740	30		
	1980	7,656	2,830	7,529	127		
	1990	7,217	2,879	7,073	144	11.0%	3,236
	2000	7,478	3,027	7,343	135	8.6%	3,312
	2005	7,503	3,044	7,368	135	8.6%	3,331
	2008	7,517	3,054	7,382	135	8.6%	3,342
	2010	7,527	3,061	7,392	135	8.6%	3,350
	2015	7,552	3,079	7,417	135	8.6%	3,368
	2020	7,577	3,096	7,442	135	8.6%	3,387
	2025	7,601	3,113	7,466	135	8.6%	3,406
	2030	7,626	3,130	7,491	135	8.6%	3,425

Source: Bernardin, Lochmueller and Associates, Inc.

Table A-8: Labor Force

	2000	
	Mt. Vernon	Posey County
<b>Population 16 &amp; older</b>	5,768	20,569
Labor Force	3,582	13,719
Civilian Labor Force	3,582	13,712
Unemployed	206	563
Employed Civilians	3,376	13,149

Source: U.S. Census Bureau Census 2000, SF 3

Table A-9: Employment

	1990		2000				2030			
	Posey County		Mount Vernon		Posey County		Mount Vernon		Posey County	
Agriculture Services	86	0.8%	17	0.3%	81	0.6%	17	0.2%	122	0.8%
Mining	306	2.9%	0	0.0%	180	1.4%	0	0.0%	192	1.3%
Construction	737	7.1%	401	5.9%	1,254	9.6%	509	6.6%	1,604	10.9%
Manufacturing	3,117	30.0%	863	12.7%	3,297	25.2%	951	12.3%	3,639	24.6%
Transportation/Communication/Utilities	676	6.5%	597	8.8%	887	6.8%	780	10.1%	1,123	7.6%
Wholesale Trade	422	4.1%	415	6.1%	676	5.2%	497	6.4%	799	5.4%
Retail Trade	1,198	11.5%	1,230	18.1%	1,653	12.7%	1,444	18.6%	1,875	12.7%
Finance/Insurance/Real Estate	414	4.0%	538	7.9%	671	5.1%	590	7.6%	728	4.9%
Services	2,315	22.3%	1,701	25.1%	3,060	23.4%	1,896	24.5%	3,351	22.7%
Government	1,103	10.6%	1,022	15.1%	1,307	10.0%	1,061	13.7%	1,346	9.1%
Total	10,374	100.0%	6,784	100.0%	13,066	100.0%	7,745	100.0%	14,779	100.0%

Source: Woods & Poole 2007 for Posey County & BLA for Mount Vernon

Table A-10: Commuters

	From Posey County to:	Into Posey County from:
Gibson County, IN	210	208
Vanderburgh County, IN	5,580	1,233
Warrick County, IN	286	181
Henderson County, KY	99	38
Union, KY	6	20
Edwards, IL	7	40
Gallatin, IL	0	143
Saline, IL	0	109
Wabash County, IL	65	34
White County, IL	58	539
Other Indiana Counties	112	191
Other Illinois Counties	38	66
Other Kentucky Counties	40	49
Outside of IN, IL, KY	30	10
Total	6,531	2,861
Live & Work in Posey Co.	6,335	

Source: U.S. Census Bureau

Count: Number of workers 16 years old and over in the commuter flow.



**Table A-11: Travel Time**

Mt. Vernon

Travel Time	Number of Commuters	% of Commuters
less than 15 minutes	1,757	55%
15 to 29 minutes	549	17%
30 to 44 minutes	578	18%
45 to 59 minutes	186	6%
60 or more minutes	132	4%

Source: U.S. Census Bureau Census 2000, SF 3

**APPENDIX B**

# Comprehensive Plan Survey

## Mount Vernon Comprehensive Plan



Dear Resident:

The City of Mount Vernon is striving to attract new jobs and promote population growth. The city is at a crossroad where it needs to pursue economic development opportunities. The City Council of Mount Vernon is using the firm Bernardin, Lochmueller & Associates, Inc. to help develop a new Comprehensive Plan for the city to replace the existing 1963 Master Plan. This Plan will help to guide future growth and development in Mount Vernon.

As part of the process for developing this Plan, the city would like to get your ideas for the future of Mount Vernon and how growth should occur.

Sincerely,

John Tucker  
Mayor

Please circle the response that best describes your feelings about the following statements:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
1. Mt. Vernon should complete and expand the city's water filtration and distribution system.	1	2	3	4
2. Mt. Vernon needs to upgrade and expand the wastewater system.	1	2	3	4
3. Storm water drainage facilities should be improved in Mt. Vernon.	1	2	3	4
4. Improvements are needed at the city boat ramp and riverfront area.	1	2	3	4
5. Mt. Vernon needs to address traffic flow, especially congestion and heavy truck flow.	1	2	3	4
6. A new city government complex with fire, police and street department offices is needed.	1	2	3	4
7. Mt. Vernon should encourage and increase retail businesses and personal services.	1	2	3	4
8. Additional moderately priced housing growth should be planned for Mt. Vernon.	1	2	3	4
9. Mt. Vernon needs to increase downtown activities and events.	1	2	3	4
10. A minor needs medical facility should be developed in Mt. Vernon.	1	2	3	4
11. Mt. Vernon should encourage new quality industry (recognizing the port as an asset).	1	2	3	4
12. Economic development needs to be promoted in Mt. Vernon.	1	2	3	4
13. Mt. Vernon should pursue growth through annexation.	1	2	3	4
14. Mt. Vernon needs to better address the problem of vacant buildings.	1	2	3	4
15. Manufactured homes (factory assembled homes constructed after the federal Manufactured Housing Construction and Safety Standards of 1974, with sloped roofs and often set on a permanent foundation) are appropriate on lots in traditional single-family home areas.	1	2	3	4
16. Manufactured homes should only be located in mobile home parks or subdivisions.	1	2	3	4
17. Mt. Vernon needs to expand elderly living residences such as assisted and independent living.	1	2	3	4
18. Mt. Vernon needs to make gateways to the community more attractive.	1	2	3	4



Please circle the response that best describes your feelings about the following statements:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
19. There is a need for additional recreational facilities in Mt. Vernon.	1	2	3	4
20. Mt. Vernon should create bikeways and walkways throughout the city.	1	2	3	4
21. Sidewalk improvements should be made where needed.	1	2	3	4
22. Do you have any comments on the future of Mount Vernon? Write your comments here or enclose additional paper if needed.				
<hr/> <hr/> <hr/>				

-----fold here-----

Bernardin, Lochmueller & Associates and the City Council of Mount Vernon thank you for taking the time to share your ideas for the future growth and development of Mount Vernon. Please fold the survey so the return address shows, use a piece of tape (no staples) to secure the top, and mail the form back to: Bernardin, Lochmueller & Associates, Inc.

**PUBLIC MEETING FOR THE COMPREHENSIVE PLAN**

The first public meeting to discuss the Comprehensive Plan for Mount Vernon will be held in late July at a time and place to be announced in the newspaper in the future. Bernardin, Lochmueller & Associates will present the results of this mailing and discuss the future of the City of Mount Vernon.

-----fold here-----



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 2459 EVANSVILLE, IN

POSTAGE WILL BE PAID BY ADDRESSEE

BERNARDIN LOCHMUELLER & ASSOCIATES  
6200 VOGEL RD  
EVANSVILLE IN 47715-9923







## APPENDIX C

# Survey Comments



**Mt. Vernon Comprehensive Plan Survey Comments**<sup>1</sup>

- For the city to do better, bigger companies and better paying jobs. (4)
- Need to have a comprehensive plan to replace ageing under ground water and swere lines in city (7)
- Clean up old cars, cut grass, clean up old Buildings (10)
- The riverfront is underused & ugly with old buildings. Develop a scenic vista park – put in a good restaurant there that boaters can dock at and get out and dine there – and guests can dine and watch the river traffic. Put in an exercise workout area and maybe an exercise trail with stations. (12)
- Need a one way East (62) & a one way West (62) (14)
- THIS QUESTIONARE IS TOO VAGUE. A LOT OF THE STUFF IS PIE IN THE SKY, IT WOULD BE NICE TO HAVE. (16)
- #1 PRIORITY IS RIVER FRONT, #2 PRIORITY IS WATER & SEWER, #3 PRIORITY IS AFFORDABLE HOUSING. WE NEED TO ATTRACT NEW RESIDENTS TO THE CITY TO INCEASE TAX BASE. NOT NEW BUSINESS WHERE EMPLOYEES LIVE IN ANOTHER COUNTY AND WORK HERE AND LEAVE AT END OF DAY. (18)
- Revitalization is important – Zoning Restrictions should be enforced – Property upkeep should be a priority – good water a must – (19)
- The new Eetenol Plant that's coming make sure it doesn't have fumes or odors and anything that will be harmful to our health. (20)
- Be more specific of these questions – GO GREEN! – public recycling recepticles – don't waste \$ on frills – safe place for youth to congregate – promote recycling – more funding to animal shelter! – feline catch & escape for feral cats – (no euthanasia) (23)
- The City should be more strict on grass that isn't mowed whether it be a vacant lot or house or an occupied one. The riverfront area should be developed. (24)
- Don't go into debt to do projects. Always give businesses the tools they need to employ people and get the job done. (34)
- Please find a way to keep people here & Not moving away from town. (35)
- -MT. VERNON NEEDS A PUBLIC GOLF COURSE –EMPTY HOUSES ARE A HUGE PROBLEM (EYE SORES & SAFETY ISSUE) (37)
- No Industry with pollution – we have enough already. Clean up the city. (41)
- Truck Traffic – The intended By Pass should be encouraged – Like Boonville. One way in one way out to control traffic. (42)
- The removal of unlicensed vehicles that have been reported from properties that has not been taken care of. How many times do they have to be reported before something is done? (45)
- We should get the bypass from 62 to 69 done. Keep (trucks) off of 4th St. & Main St. (54)
- City fathers get off --- and get job done (55)
- Mow empty lots – work on River Front – work on Ball Fields – Parks (area) – Rec. for kid's K-12 – clean up junk cars, trash entering city! (56)
- Concentrate on improving infrastructure and the riverfront both. Buy the grain elevators at the riverfront and tear them down. (58)
- If we don't to these things to improve Mt. Vernon we will lose it to Evansville. There are all good things needed here. (61)
- We need more places for younger kids. We also need police officers who know their job and stop harassing young people. We need a whole overhaul starting with the prosecution. (66)
- Mt. Vernon's difficulty needs more living assisted help for elderly, such as SWRA. (69)
- No one will want to live in the city if the trains stay as bad as they are!! (73)
- No more stop lights. Too many now!!! (74)
- Cities cannot create growth artificially. People must have substantive reasons to live and shop and play in Mt. Vernon. Then organic growth can occur. (75)
- More activities – a show (cinema) skating (ice or roller) miniature golf, more restaurants. (78)

<sup>1</sup> Comments are shown exactly as they were received via the survey. If letters were missing from a word, the missing letters are included in brackets [ ]; otherwise, spelling, grammar, etc. were not corrected.



- No new taxes, increased rates, etc. (79)
- Better Police (80)
- Parking on Main St. should be put back the way it was. Loose dogs needs to be controlled – you need protection to walk. NO PUT BULLS in city limits. (83)
- Q. #18 – They're too many other more important things. Q. #11 – New industries should pay taxes, water etc. Tax payers are already overloaded. Q. #5 – Semi trucks are a danger & are ruining our streets & the peacefulness of our neighborhoods. By-passes are needed! Q. #4 – Riverfront improvements – YES! Boat ramp – NO! Too congested. (89)
- With gas so high we need an after hours medical facility here in town. Thanks! (93)
- As a concerned citizen of Mt. Vernon, I think the City of Mt. Vernon need's to encourage the STATE more to see if there are funds to help improve the appearance of the Downtown Area. Or put pressure on the buildings owners to improve the store fronts even if the buildings remain empty. The owners need to take more pride in what they own. And how the city looks. There's a lot of out-of-town people everyday that pass thru Mt. Vernon, but that's what they do, just pass thru. There's nothing here to hold them or attract them to stay and visit or spend money.  
Back in the 40, 50, 60s there were business leaders of Mt. Vernon that could engage in commercial, industrial or professional dealings that could improve economic development needs of our city. Those types of leaders are long gone. And that's where our city's going, long gone, unless we have more leadership, vision, involvement, state government, organizations and concerned citizen's.  
For the size of our city, our industry base must be at or near the top in the state. So people have money here, but there's few places to spend it. It's easier to jump on Highway 62 and be in Evansville in 15 or 20 minutes to spend our money there instead of here. There is only a pocketful of retail store here with not enough selections of what you need. There's no movie theaters ("New Harmony has one"). There's a few restaurants.  
So all in all, until we get the things that a city of our size needs, our money won't stay in our city to prosper and grow. I think the River Front project is a great idea, but when will the work on it begin. I thought we had the funds already for it. Thanks (94)
- Don't raise property taxes whatever you do – be conservative when using tax dollars. The future growth depends on private businesses! (96)
- Need to encourage a medium priced retailer to open in Mt. Vernon with aggressive advertising to encourage businesses. Stop making residents go to Evansville for everything. (98)
- I don't know what to do with downtown. New bus. or special shops maybe. Pick a date have something around the courthouse. Advertise several mo. to promote the activity. There is nothing down so you can hold different activities. (100)
- Fixing the water system should be top priority. Stronger enforcement of speed limits inside the city. (101)
- Need more variety of business (retail/places who can be competitive in prices to Evansville. More restaurants such as Long John Silvers, Fazolie's, Bob Evans in shopping center complex. (106)
- Ownership accountability – taxpayers should not be responsible for issues that should be directed towards property owners whether private/business, etc. sidewalks the entire length of Main are a must! Water/ sewer is top priority. (107)
- TRUCK TRAFFIC HAS PARALYZED THIS TOWN – ITS GOING TO GET EVEN WORSE – DO SOMETHING! MORE INDUSTRY? ARE YOU ALL CRAZY? HOW ABOUT MORE OUTSOURCED JOBS SO EVERYONE WILL STARVE! (110)
- A video should be running the entire shift in police cars to protect both the officer and the public. Then stored for a period of time then reused. This wouldn't cost anything but the initial tapes. (114)
- Mt. Vernon needs a Theater. Water should be the main concern! (115)
- FIX SIDEWALKS (117)
- Place the improvements on a 10-year action plan. Prioritize the improvements. Then budget for action. Show the survey response summary in a future addition of The Democrat. (121)
- The sidewalks are appalling, leading many citizens to walk in the middle of the street. (122)

- Need a store like K-Mart or at least Pamida also a Hallmark or place to buy nice gifts, candles, etc. (123)
- Something needs to be done about the trains out in the lawrence division. I would challenge anyone to spend a few nights out here & try to sleep. Impossible. (124)
- #6 do it at 5th & Tile Factory Road. Program to repair curbs in older part of city – share expense. Tear mill on Water Street down. Finish bypass. (127)
- SPEND MONEY ONE WHAT MAKES US MONEY FIRST, THEN ON THE AESTHETICS AND RECREATION. ALSO USE THE GOVERNMENT BUILDINGS WE ALREADY HAVE AND MAKE REPAIRS!! (129)
- Clean up junk cars, mow grass on lots, work on River Front, work on Ball Fields, Recreation (area). (130)
- Mt. Vernon needs to be more community minded. (131)
- NEED A BYPASS TO THE WEST OF MT. VERNON. (133)
- Anything that improves quality of life (For ex. #19-22) would improve our city – downtown development, bike paths, beautification of entrance gives people a positive attitude + want to move here or stay here; also there should be a “Neutral” choice on this survey. (135)
- Storm drainage is #1 concern. Also is (elderly) living – this is greatly needed (142)
- Street curbs need to be fixed (143)
- I love to support local businesses. However the value needs to be equal to the Evansville drive cost. Why is Mt. Vernon gas always more? If I gassed up here I would spend more in town rather than doing all of it in Evansville. (149)
- It is a small town leave it be – Don’t need the big city living where you have more robberies, killings and we sure don’t need any more drug problems. (150)
- New Water Treatment plant & New Fire & Police Department (152)
- Mt. Vernon needs a place to eat like O’Charley’s, Applebees, Beef O Brady’s, something (153)
- I am pleased with progress that has been made in the water department & riverfront. I hope to see a beautiful riverfront with trails soon. (154)
- Sidewalks bad shape but we replaced out own when needed – city did not pay for it. Evansville replaces your walks and bills you over several year period. (157)
- Heavy truck traffic through town needs to be addressed. Truck traffic on Givens RD by GAF and Country Mark is extreme. MT. Vernon has a serious issue with run down and unoccupied housing, these homes should be removed. Valuable space could be gained for new housing. (158)
- Before you can have a brighter future you must have brighter people to lead you. You blew it fifty years ago and it will take that long at least to recover. (159)
- 1. REOPEN K-MART DISCOUNT STORE. 2. HELP DEVELOP A BRIDGE ACROSS THE OHIO RIVER INTO KENTUCKY AND SELL THE PORT & TRANSPORTATION CROSS ROADS IDEA. (161)
- FUTURE OF MT. VERNON? HAH! THOSE “HAVES” THAT YOU ALLOWED TO TELL YOU WHAT TO DO ARE MOSTLY DEAD OR MOVED AWAY AND THE “HAVE-NOTS” DON’T KNOW WHAT OT DO NOW. TOO BAD- (163)
- Do not contract with Moore & Associates. Cut attorneys fees in half. Get rid of extra police cars and Fire Chief’s car. Does the Illinois boaters benefit the city of Mt. Vernon. (164)
- In front of my house summer & winter, water is real bad down the hold side walk, and in the winter, ice because the side walk all none even. (165)
- With all railroad activity – the city had better be thinking of another bridge over tracks. Mulberry bridge is old and narrow. Trains are miles long. Why are people allowed to park wrong way on two way streets? It used to be illegal. A former resident visiting Mt. V. said people get by with anything in Mt. V. Why are big campers and RV’s allowed to park on residential streets – even in drives ways that block neighbors view from looking out. Is it safe to live in Mt. V.? G.E., GAF, Refining, Ethanol, each corner of town. (166)
- I hope in the future to see the buildings on Main St. painted to brighten up the area. The second-hand mini mart is a disgrace. We are getting to like a ghost town. (167)

- Put picnic tables (concrete) bathrooms (open for sun-up to sun-down) a walkway – nice place area for children. Plus a shelter. (168)
- Parking on Main should be changed back to the way it was. (170)
- The street that we live on has a house that is in very bad shape. There are weeds growing in their windows. They don't mow their yard until it is so high they can't walk through it. It is next door. I think they should be made to take care of it. I think it is a fire hazard. This may seem strange to complain about. I love plants and flowers. We have spent a lot o money on plants. Then everyon[e]'s cats come here and use our flower plants and garden as a litter box plus they go in our front yard. So when we complain, they tell us that cats can run free but our dog couldn't which we didn't let her run loose. I think there is a lot of things that Mt. Vernon needs to fix. We really don't have anywhere for kids to go to in Mt. Vernon. I think that our water should be the first thing. (172)
- Eliminate pigeon droppings on Main St. will help. Need more eating places for families – should aid in bringing people here. (175)
- We need better shopping options, always have to go to Westside of Evansville for everything. Neighborhood Walmart should go into Welselms & Old Pamida buildings. Something like a Outlet Mall to attract people here.
- We need a few less peoplce cars driving around the bars and night clubs looking to see who is there. If they have had to much to drink pick them up on the street if they are driving bad. We now have state police & sheriff cars in Mt. Vernon to do there job. (177)
- INCREASE PAY AND BENEFITS TO KEEP POLICE OFFICERS FROM LEAVING FOR BETTER PAY (180)
- I have lived on 4th since 1967 there has never been a curb in front of our house. (181)
- HAVING LIVED IN THIS AREA FOR SEVENTY-FIVE PLUS YEARS, I CAN ONLY SAY THAT I WITNESSED MT. VERNON GO FROM A THRIVING COMMUNITY TO A "DEAD" LITTLE TOWN. PREPARE FOR A FUNERAL SOON – (182)
- MANY HOMES NEED FACELIFTS – OR THEY NEED TO BE DEMOLISHED. ALSO EMPTY PROPERTY ON THE ALLEYS NEED TO BE CLEANED, CUT, ETC. THIS IS NOT ONLY UNSAFE BUT ALSO UNSANITARY!! (183)
- MAKE DECISIONS WITH THE LONG TERM BENEFITS IN MIND. INCREASE POLICE SALARIES AND BENEFITS FOR RETENTION. GO TO A VOLUNTEER FIRE DEPT. (185)
- RETAIN POLICE AND OTHER PROFESSIONAL PERSONNEL BY INCREASING PAY & BENEFITS. FOR LONG TERM SAVINGS OF TAX MONEY (189)
- Should be a light at 8th and Main. Something between 5/3 bank and columsena. Too many almost accidents happen there. (191)
- Housing prices & rental prices in MV are extreme, forcing people to other areas for rentals or purchasing. The river seems to be an untapped asset as far as recreation. (193)
- Mt. Vernon needs a good retail department store. Elderly people and people that doesn't want to drive to Walmart needs a place to shop. Peebles doesn't fit the need. (196)
- We need to develop our riverfront & downtown. Most small river towns in the vicinity have done so. This is a treasure & should be enjoyed. (201)
- At Riverfront = PLEASE: PAINT a furled American FLAG on Both Sides of the eyesore grain silos. This would be Beautiful and enticing. Business Rents are too high – is the main reason new businesses must close – not possible to make a profit. (202)
- I work in Evansville & see everything heading toward Newburgh[.] Somehow Mt Vernon needs to get interest heading this way – west! (203)
- Sidewalk along 6th Street by ball fields need[s] to be repaired before someone gets hurt. Kids in city are forced to walk those sidewalks everyday. (206)
- Zoning which addresses outdoor lighting, light trespass, excessive glare and other related issues should be a new priority of area planning. (208)
- I hope you do something with this. (210)
- Recreational facilities need improvement with biking and walking trails. Brittlebank Park could be a

huge asset for the community. Bikeways & walkways – a more attractive entrance – place large culverts in the big ditches so it can be mowed along the street at Brittlebank Park. Presently the ditches are sprayed for weeds & are an eyesore. Brittlebank Park is large enough for a community building to be constructed for indoor activity in the winter. (211)

- THE DOWNTOWN LOOKS PRETTY BAD. WE NEED TO SUPORT LOCAL BUSINESSES SO THEY STAY. NEED MORE THINGS FOR TEENS. NEED TAXI OR/AND BUS SERVICES. (212)
- While planning for a promising future, the rich history of Mt. Vernon should be remembered. The riverfront is Mt. Vernon's "treasure" and needs to be the anchor for the city's development plans. (215)
- Mt. Vernon needs more retail businesses. (217)
- I do think we need to get Water & Drainage thing done first. I do. (219)
- bypass needs to be built on around from 69S to 69S @ GE w/overpasses. (220)
- Mt. Vernon needs to be the "Location" for events. To draw people from surrounding areas – Big flea market – Musical events [–] car and boat shows – better June festival. (221)
- There needs to be more activity options (free or lower-cost) for children and teens. They need to put a water drinking fountain and restroom @ the River park and The Imagination Station. □ The parks also need to have payphones. (222)
- TRAINS GOING THROUGH MT.VERNON CAUSE A DISTURBANCE DUE TO THE WHISTLE BLOWING AT EVERY INTERSECTION. (231)
- #1 Businesses getting cheaper water rates should pay for the upgrades instead of residents. #5. Get rid or the severed unneeded traffic lights to help w/ traffic flow and finish the bypass for semi-trucks. (234)
- Mt. Vernon needs a Wal-Mart/ K-mart—something to cause me to shop here. Thank You (240)
- BETTER ZONING REQUIRED TO UNIFY GOOD AREAS OF THE CITY AND INCOURAGE INVESTMENT IN THE OLDER AREAS OF THE CITY. INFORCE BUILDING CODES, ELECTRICAL CODES ETC. IN ALL RENTAL STRUCTURES. (241)
- We need a theater, even if it is one screen, with reasonable prices. There is nothing free or cheap enough for poor people to do. Everything is for high-income people. A person can't even camp at Harmony State Park. That used to be a mini vacation to some of us but now it cost[s] 30 per night just to camp out. (242)
- NEED TO COT EXCES BLOCKTOP AWAY FROM STORM DRAINS SEVERAL YEARS OF BLOCKTOP HAS LEFT ONLY 1" FOR DRAIN, ON 4TH ST. NEED MORE TRAINING FOR WATER TREATMENT PEOPLE. (243)
- Infrastructure is vital. Moderately priced housing (with yards) is needed to attract young people to Mt. Vernon. Keep up the good work on the river front! (244)
- River front should be developed. (245)
- RENTAL PROPERTY THAT IS IN BAD CONDITION DOES NOTHIG FOR A HOME OWNERS HOME VALUE OR A NEIGHBORHOOD (247)
- Find safe and healthy things for MV's youth, things they would actually do[.] (248)
- We need clean air-whatever it takes (250)
- Mt. Vernon has turned into a bed-room town. Maybe with gas prices so high new business could thrive. There is not much low cost housing for newly weds or striving families. What happened to rooming houses. There is a need for them. Welborn clinic failed on N. Main years ago. People will go to west side clinics for treatment. (252)
- I hope you will continue to improve the river front and try to make Mt. Vernon a better place to live. (255)
- Need activities, place, etc. for young (kids, teens, etc) to do, so they'll not have the temptation to drink and get in trouble. If we give them something to do they won't get into trouble.(256)
- Mt. Vernon should have more activities for the kids and teenagers in the county besides bowling, skating, and playground examples (movie theaters, more shopping businesses and a bigger city swimming pool! (257)
- Develop river front [.] do something to improve traffic flow [.] (158)





## APPENDIX D

# Sign-In Sheets

## SIGN-IN SHEET

Mt. Vernon Steering Committee: Workshop No. 1 on Mount Vernon Comprehensive Plan  
 Mount Vernon City Hall, 520 Main Street, Mount Vernon, Indiana 47620  
 6:30 PM May 7, 2008

	<u>Name</u>	<u>Mailing Address</u>	<u>Telephone</u>	<u>E-Mail Address</u>
1.	Bob Borne	713 E. ELICHT ST MT.V 568-0822		bob.borne@erofute.com
2.	Mindy Borne	126 E. 3rd St. Mt. Vernon 838-1323		mborneap@yahoo.com
3.	Merissa Richels	445 Southwind M.V. 888-3886101		thebadlibriand@pro.com
4.	GREG CATH	2100 SARBERT Lane Mt. Vernon 838-5252		GOETHEISP.IV.GOV
5.	Beth McFadin Higgins	227 Main St, MV, IN 47620	838-9720	bethmh@mhfnvlaw.com
6.	BARRY TANNER	4229 ROOSEVELT DR., MT. VERNON 47620	838-5407	btanner@apex-engineering.com
7.	Jason Zieren	903 E. 4th St. Mt. Vernon 47620	838-6443	jzieren@sbglbl.net
8.	Steve Fuelling	723 Mulberry St.	838-5912	sfuelling@insightbb.com
9.	Judy Winger	35 PARK RIDGE DR MT. VERNON 838-6205		Jwinger@wse-ISM.I.COM
10.	JOHN M. TUCKER	520 MAIN ST., MT. VERNON, IN 47620	838-5596	mayor.tucker@insightbb.com
11.	David Rippe	61A 6200 Vogel Rd., Evansville, IN 47715	479-6200	d.ripp@blaine.com
12.	David Goffinet CPA	" "	" "	dgoftinet@blaine.com
13.				
14.				

P:\Projects\1107-0067\MtVernon\PL05 - Public Involvement\Sign-IN 05\_07\_08.doc

**SIGN-IN SHEET**

Mt. Vernon Steering Committee: Workshop No. 2 on Mount Vernon Comprehensive Plan  
 Alexandrian Public Library, 115 West 5<sup>th</sup> Street, Mount Vernon, Indiana 47620  
 6:30 PM July 15, 2008

	<u>Name</u>	<u>Mailing Address</u>	<u>Telephone</u>	<u>E-Mail Address</u>
1.	Judy Winger	35 Park Lodge, NW	838-6205	JWinger@WSI-ESM.com
2.	Bob Bauman	713 E. Eighth St	568-0862	bobbauman@fate.com
3.	Mel Levin	2000 Greenbrier Dr	838-5334	mjlevin@insightbb.com
4.	Tara Zieren	331 Mueller Drive	985-9617	jahrenziere@stcglobal.net
5.	Marissa Piddis	415 Southwind Ave	838-8440 (H)	thejazzlibrarian@yahoo.com
6.	BARRY TANNER	429 ROOSEVELT DR	838-0407	btanner@new-evangel.org
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				

P:\Projects\107-0067\MtVernon\PL05 - Public Involvement\Sign-IN 07\_15\_08.doc



## SIGN-IN SHEET

Mt. Vernon Steering Committee: Workshop No. 3 on Mount Vernon Comprehensive Plan  
Apex Engineering, Inc., 5521 Industrial Road, Mount Vernon, Indiana 47620  
6:30 PM September 2, 2008

	Name	Mailing Address	Telephone	E-Mail Address
1.	Stephen Fueling	723 Mulberry	838-5912	sfueling@msghbb.com
2.	Bob Boerner	713 E Elgar St	568-0862	booborner@jete.com
3.	Judy Winiger	35 Park Ridge Dr.	838-6205	Jwiniger@WSE-ISAI.com
4.	Barry Tanner	429 Roosevelt Dr.	838-0407	btanner@apek-engineering.com
5.	John Tucker	619 Locust St.	838-6053	mtaceTucker@TWSKATbb
6.	Greg Deeth	2100 Seibert Lane	838-5252	GDeeth@isp.in.gov
7.	Beth McEachin-Higgins	227 Main St., MV	838-9720	bethmh@mhfinulaw.com
8.	David Ripple			
9.	Matt Schaefer			
10.				
11.				
12.				
13.				
14.				

P:\Projects\107-0067MtVernon\PL05 - Public Involvement\Sign-IN 09\_02\_08.doc

**SIGN-IN SHEET**

Mt. Vernon Steering Committee: Workshop No. 4 on Mount Vernon Comprehensive Plan  
 Apex Engineering, Inc., 5521 Industrial Road, Mount Vernon, Indiana 47620  
 6:30 PM October 15, 2008

	<u>Name</u>	<u>Mailing Address</u>	<u>Telephone</u>	<u>E-Mail Address</u>
1.	Stephen Fuelling			
2.	LARRY TANNER			
3.	GREG OETH			
4.	Judy Winger	35 PARK RIDGE	838-6205	J.Winger@WST-JSMI.COM
5.	JAN ZIEREN	3311 Mueller Dr	955-9617	
6.	BOB BOEKER	713 EIGHTH ST	568-0862	
7.	John Tucker	619 KINGS	838-6053	
8.				
9.				
10.				
11.				
12.				
13.				
14.				

P:\Projects\107-0067\MtVernon\PL05 - Public Involvement\Sign-IN 10\_15\_08.doc

## SIGN-IN SHEET

Public Open House  
 Alexandrian Library, 115 West 5<sup>th</sup> Street, Mount Vernon, Indiana 47620  
 July 31, 2008

- Name	Mailing Address	Telephone (optional)
1. Dally Lennix	P.O. Box 675 MTV	838-2129
2. Pam (Pamela)	Posey County News	838-4707
3. Jerri Cooper	601 Caval St	838-5914
4. Joe + Betty Schuch	6518 W. Franklin Rd	985-3512
5. Jeff Batts	11459 Copperline Rd	464-5001
6. Mindy Bounce	126 E. 3 <sup>rd</sup> St.	838-1323
7. Ron Greenfield	523 College Mt. V.	838-4725
8. Tim Hightbottom	431 College Ave.	845-78219
9. John and Mary Ann	" "	" "
10. Margaret Gray	3649 Sailors Rd.	838-3082
11. Paul Ballman	229 W. Main Consult. post @ sbeglobal.net	838-2991
12. Tom Summerfield	2700 Blackwelder Rd MTV	783-2014
13. Bill Curtis	325 West Lincoln St	838-5755
14. Joe Wenger	35 Park Ridge	838-6205
15. Eric Newman	46 Park Ridge Dr MTV	838-9708

**SIGN-IN SHEET**

Public Open House  
 Alexandrian Library, 115 West 5<sup>th</sup> Street, Mount Vernon, Indiana 47620  
 July 31, 2008

	<u>Name</u>	<u>Mailing Address</u>	<u>Telephone (optional)</u>
16.	Bob Borenk	713 E 8TH ST MT.V.	568-0862
17.	Sam Blankenship	10401 Cox Rd S 47620	838-4310
18.	Judy Wingard	35 Park Ridge Dr MT. Vernon 47620	838-6205
19.	Bucky Higgins	813 South Rd Mt Vernon 47620	838-1602
20.	John Tucker	619 Locust Mt Vernon	838-6053
21.	BARRY TANNER	429 Rousseau Dr. Mt. Vernon	838-0407
22.			
23.			
24.			
25.			
26.			
27.			
28.			
29.			
30.			



**SIGN-IN SHEET**

Public Open House  
 Alexandrian Public Library, 115 West 5<sup>th</sup> Street, Mount Vernon, Indiana 47620  
 Thursday, September 18, 2008

	Name	Mailing Address	Telephone (optional)
1.	Grindy Bourne	126 E. 3 <sup>rd</sup> St. Mt. Vernon	838-1323
2.	Jelly Denning	PO Box 633 Mt Vernon	838-3639
3.	JERRY WALDRO	1404 RIPLEY RD	838 0403
4.	Joan Winger	35 Park Ridge, Mt V	838-6205
5.	Bucky Higgins	813 Smith Rd Mt V	838-1602
6.	KAY Kilgore	437 Washington Ave., Mt V	838-1629
7.	Linda Walls	929 W. 3rd, Mt V	838-5159
8.	Buc Newman	46 Park Ridge Dr. Mt. Vernon	838-9708
9.	Joan Winger	35 Park Ridge	838-6205
10.	BOB BOERNER	713 E 8 <sup>th</sup> MT-V	568-0862
11.	JOAN TUCKER	619 Locust	838-5576
12.			
13.			
14.			
15.			

## APPENDIX E

# Public Hearing and Written Comments

CITY OF MT. VERNON  
CITY HALL  
Mt. Vernon, Indiana

---

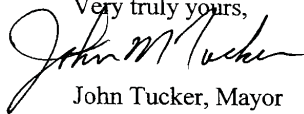
November 13, 2008

Ms. Debra L. Bennett-Stearsman  
**ECONOMIC DEVELOPMENT COALITION OF SOUTHWEST INDIANA**  
P.O. Box 20127  
Evansville, IN 47708

Dear Debbie:

On behalf of the City of Mt. Vernon, EDC of Southwest Indiana is hereby authorized to conduct any and all necessary public hearings concerning the proposed planning grant project with the Indiana Office of Community and Rural Affairs. In addition, EDCSW shall publish and post all necessary hearing notices and is further authorized to record any and all minutes of such public hearings. Said notices and minutes may be used where necessary in conjunction with the application to IORCA.

Very truly yours,



John Tucker, Mayor  
City of Mt. Vernon, Indiana

The City of Mt. Vernon will hold a public hearing on November 13, 2008 at 6:00 P.M.(CST) at the Hovey House, corner of East Fourth Street and Walnut Street, Mount Vernon, Indiana, to provide citizens an opportunity to express views on the recently completed final draft of the updated Mt. Vernon Comprehensive Plan. The Plan was paid for using Federal Community Development Block Grant funds from the Indiana Office of Community and Rural Affairs. Representatives from Bernardin-Lochmueller & Associates will be available to answer any questions.

Every effort will be made to allow persons to voice their opinions at the public hearing. Persons with disabilities or non-English speaking persons who wish to attend the public hearing and need assistance should contact the Clerk Treasurer, Ms. Cristi Wolfe, City Hall, Mt. Vernon, IN 47620, (812) 838-3317, at least seven days prior to the public hearing. Every effort will be made to provide reasonable accommodations for these persons. For additional information concerning the Comprehensive Plan, please contact John Tucker, Mayor, City of Mount Vernon, City Hall, Mt. Vernon, IN 47620 IN 47620, 812-838-5576.

Written comments will be accepted at the City Hall (address above) through November 10, 2008. Copies of the final draft are available for public review at the Mt. Vernon City Hall, 8:00 a.m. to 4:00 p.m., Monday through Friday, and at the Posey County Area Plan Commission Office, Coliseum Building, 3<sup>rd</sup> Street, Mt. Vernon, IN 47620, (812) 838-1323, during normal business hours.



Form Prescribed by State Board of Accounts

General Form No. 99P (Revised 1987)

**Public Notice**

(Governmental Unit)

To: Mount Vernon Democrat

Legal 5925 Posey County, Indiana

P.O. Box 767, Mt. Vernon, IN 47620

PUBLISHER'S CLAIM

LINE COUNT

Display Matter (Must not exceed two actual lines, neither of which shall total more than four solid lines of type in which the body of the advertisement is set) -- number of equivalent lines

Head -- number of lines .....  
Body -- number of lines ..... 37  
Tail -- number of lines .....  
Total number of lines in notice ..... 37  
Bordered Legal:      Columns x      Inches .....

37 lines, 1 columns wide equals 37 equivalent lines at 474 cents per line ..... \$17.54  
Additional charge for notices containing rule or tabular work (50 % of above amount) .....  
Charge for extra proofs of publication (\$1.00 for each proof in excess of two) .....

TOTAL AMOUNT OF CLAIM ..... \$17.54

DATA FOR COMPUTING COST

Width of single column 11 ems

Number of insertions 1

Size of type 6 point

Pursuant to the provisions and penalties of Chapter 155, Acts 1953, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date: Oct. 29, 2008



Title: Publisher

**PUBLISHER'S AFFIDAVIT**

State of Indiana)

) ss:

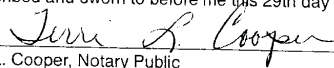
Posey County)

Personally appeared before me, a notary public in and for said county and state, the undersigned Alan Turner, who, being duly sworn, says that he is Publisher of the Mount Vernon Democrat, a weekly newspaper of general circulation printed and published in the English language in the (city) (town) of Mount Vernon in state and county afore said, and that the printed matter attached hereto is a true copy, which was duly published in said paper, the dates of publication being as follows Oct. 29, 2008.



Alan Turner, Publisher

Subscribed and sworn to before me this 29th day of October, 2008.



Terri L. Cooper, Notary Public

My commission expires on March 9, 2016.

Legal 5925

The City of Mt. Vernon will hold a public hearing on November 13, 2008 at 6:00 P.M. (CST) at the Hovey House, corner of East Fourth Street and Walnut Street, Mount Vernon, Indiana, to provide citizens an opportunity to express views on the recently completed final draft of the updated Mt. Vernon Comprehensive Plan. The Plan was paid for using Federal Community Development Block Grant funds from the Indiana Office of Community and Rural Affairs. Representatives from Bernardin-Lochmueller & Associates will be available to answer any questions.

Every effort will be made to allow persons to voice their opinions at the public hearing. Persons with disabilities or non-English speaking persons who wish to attend the public hearing and need assistance should contact the Clerk Treasurer, Ms. Cristl Wolfe, City Hall, Mt. Vernon, IN 47620, (812) 838-3317, at least seven days prior to the public hearing. Every effort will be made to provide reasonable accommodations for these persons. For additional information concerning the Comprehensive Plan, please contact John Tucker, Mayor, City of Mount Vernon, City Hall, Mt. Vernon, IN 47620 IN 47620, 812-838-5576.

Written comments will be accepted at the City Hall (address above) through November 10, 2008. Copies of the final draft are available for public review at the Mt. Vernon City Hall, 6:00 a.m. to 4:00 p.m., Monday through Friday, and at the Posey County Area Plan Commission Office, Coliseum Building, 3rd Street, Mt. Vernon, IN 47620, (812) 838-1323, during normal business hours.

Oct. 29

JOINT PUBLIC HEARING  
CITY OF MT. VERNON AND POSEY COUNTY COMMISSIONERS

November 13, 2008

Debbie Bennett-Stearsman: Good evening, Debbie Bennett Stearsman with the Economic Development Coalition. Tonight is the second public hearing for both the City of Mt. Vernon and Posey County to review the final draft document of their respective updated comprehensive plans. The hearing is being held due to the fact that both entities received federal grant assistance from the Indiana Office of Community and Rural Affairs to do the updated plans. The purpose of the hearing this evening is to allow those present to make comments or ask questions regarding the final plan. There are two sign in sheets being circulated around the room. Be sure and sign both sign in sheets. In just a few minutes I'm going to introduce the planner for the project who will make the presentation. Following that we will open the public hearing for questions or comments. I ask if you do have any questions or comments please state your name for the record and speak directly in the microphone as verbatim minutes of tonight's meeting are being taken. At this time, I will introduce to you Mr. David Ripple and Matt Schriefer with Bernardin Lochmueller and Associates who will make the presentation of the plans.

David Ripple: Thank you, Debbie. Gentlemen, ladies, we appreciate the opportunity to be here this evening to present the two plans for the community and the presentation will cover both. I have Matt here tonight who will be helping me but I will go on and stand where Matt is and go through the presentation. And I know there are several members who have sit in on the Area Planning Commission that were members of the steering committee and we have several members of the steering committee out here in the audience tonight. Can you see through me, around me or should I move? Okay. I'm going to go quickly through the presentation here so you'll have to bear with me. I'm going to cover a number of topics that go from the purpose of the public hearing that Debbie mentioned tonight to what we're going to do as the next steps on the plans themselves and also I passed out a handout that's identical to the presentation up here if you have the visibility problems that I do. The purpose of the public hearing as said is to receive comment on two draft comprehensive plans; one is for Mt. Vernon and the other one is for Posey County which covers the unincorporated area of Poseyville and Cynthiana. The public hearing fulfills two purposes; one from a statutory standpoint for land use planning. It fulfills the requirement for the adoption of the comprehensive plan, and as Debbie mentioned previously it also fulfills the OCRA, Office of Community and Rural Affairs grant, requirements relative to a public hearing on the two separately grant

funded projects. The new Mt. Vernon comprehensive plan replaces a plan that was done in 1963. It basically incorporates the river front revitalization recommendation plans through 2006 and the downtown redevelopment plan of 2006 and the river front was in 2007, and it also reflects a western bypass feasibility study that was done in '98. The new Posey County 2008 plan will replace the last plan that was done in '97 that had some interim updates from '78, 1980, 1984 and 1998 so I understand this last update one of the things is that it will reflect what the New Harmony comprehensive plan has identified as the future land uses around the fringe area just around your incorporated area limits. And there are two plan documents because there were two separate planning grants. The bottom line is the two plans are integrated with one another in particular the recommendations on the fringe area of Mt. Vernon are identical in both plans. We went through a planning process where we had four meetings with two different steering committees; one from Mt. Vernon and one from Posey County. There was roughly about twelve members on each of the steering committees. So, over a period of seven months we met four times. The first time we identified issues, leaders, community leaders we need to interview and prepared a survey to be distributed to the community. The second time we worked on our future vision. The third time the future alternatives and then the fourth time to review recommendations. In some instances the steering committees met jointly on some common issues particularly the land use in the fringe areas around Mt. Vernon. And just for your knowledge we did conduct two separate community surveys or one for Mt. Vernon and another one for Posey County to identify issues. We conducted separate community leader interviews; one from Mt. Vernon and another one for Posey County. And then we've had two rounds of public information meetings for the two plans. One round was to review background information, the future vision; the second was the look at future land use alternatives. Benefits of the plan you've had one in place for many years but the benefits range from protection of public property investment, private individuals, protecting the tax base, it deals with the cost effective relationship between where development goes and where the community invests in the infrastructure, sewer, water, transportation facilities. It also the comprehensive plan assists in facilitating the going after various grants to assist in various components. The plan contents, the state statute establish a very gentle frame work but the specific contents are unique to each community and what we have in the plan far exceeds what is required by state statute for a comprehensive plan. It establishes guidelines, not law for future development. The comprehensive plan provides guidelines for the development of infrastructure. Also speaks to guidelines for protection of historic and national resources. It's based basically on a year 2030 relative to a future population employment. It's geographically coordinated between the two plans. Specifically, the Mt. Vernon plan covers the incorporated area but it also displays the two mile fringe where the City has and has been extending its public infrastructure. The Posey County plan covers the incorporated areas Poseyville,

Cynthiana and the unincorporated area of Posey County including the two mile fringe around Mt. Vernon. It excludes the New Harmony plan because they have their own comprehensive plan and their own advisory plan commission and excludes Griffin, the community of Griffin, which does not participate in any planning process. The plan will also guide your land use controls, zoning and subdivisions decisions and regulations and a comprehensive plan may be amended at any time. You just have to hold another public hearing and make the recommendation to the legislative body to amend the plan. We basically say you should review the plan every five years and it would be good if it were updated to some extent every ten. The plan has some different components on it. The first is a community profile that's basically an inventory of existing protective conditions. It sets the community setting. It covers everything environment, socio-economic, assessment of existing conditions, basically infrastructure and community facilities, and it also identifies issues all to the growth and development, and that was done with the planning steering committees, through the community surveys that were done, as well as the community leader interviews. I'll quickly go through some graphics. These are not all of the graphics that are in the plan. It's going to highlight some of them. Obviously, you've got an extensive historic heritage throughout the Posey County and in this instance we also included New Harmony. In Mt. Vernon itself you have two historic districts; the downtown and surrounding residential areas and northeast and as you see a bunch of numbers over there those are all potential properties that are eligible for a local, state or national register. We did a housing condition survey in Mt. Vernon, Poseyville, Cynthiana and in the case of the balance of the County we provided information based on the value of housing as an indicator as the rating of housing. So, we did a windshield survey in the three incorporated areas rating the structures based on exterior review. Some other resources jumped out and we've got them mapped out here petroleum resources when you look at what looks like light green where the petroleum or wells have some time or another a drill route to Posey County. Wetlands and floodplains, population growth were there different population lines that were up there. The lower line is what is the State Data Center of Indiana University predicts. They show a decline in population as you go in the future years. The upper projection is one that is done by Woods and Pool Economics. It's based on U.S. Bureau of Labor statistics forecast of employment that they translate in the population. They've got a far more optimistic view point of the community than the one that is generally reflected in the plan is the one that falls in between. There are a number of graphics in here. This just illustrates the income by income range for each of the communities and to give you a feel. But if you look for a particular community the high for the bar will tell you that the greatest number of people in the community have a household income that's over in the like the highest number is in the seventy five to hundred thousand range is fourteen twenty nine, but that's all unincorporated Posey County. If we look at existing land use most of it you'll see is predominately agricultural

land within Posey County. The green areas that show up on the map are the Harmony State Park, Hovey Lake and Twin Swamps and another recreation area. We also did a parcel by parcel field check with land use and in all of the incorporated areas. This is what was in the case of Poseyville of the existing land use. We also did an identification of the individual land uses by the particular businesses in the downtown Poseyville. Likewise for Cynthiana downtown we did. Also we did Mt. Vernon individual land use we didn't do the downtown in detail which appears in the downtown redevelopment plan shows the individual uses. The bottom line you will see here and in Mt. Vernon the point to be made is there is very limited land inside the incorporated area of Mt. Vernon so there is a need for the community to grow and we'll have to look at land outside. When we look at the existing transportation system what has jumped out is a need for extension of the western bypass, the William Keck bypass, State Road 67 to the west side, and also a need to extend Lamont Road into the Maritime Center to State Road 62 down to the Bluff Road. The inventory of schools and we think excellent recreation areas throughout the county. We still have a lot of assets in parks and schools within Mt. Vernon. These are the top issues that popped out in the community survey that went out in Mt. Vernon versus Posey County. You see there is a difference in perspective where Mt. Vernon tended to be more concerned about infrastructure within the city. Posey County tended to be more concerned about economic development and tourism. Yet you'll see some of the things that were the arrows are in common relative to encouraging new quality industry and promoting economic development were common between the two. Future vision statement is really the statutory core of the plan. There is a brief statement of each of the communities; Posey County and Mt. Vernon. I won't go into the statement. There is a land use development policy paragraph. A community infrastructure policy statement, goals and objectives for future development, they cover economic development, tourism that is unique to the Posey County causing business, environment, transportation issues, utilities, recreation, and then community is unique to the Mt. Vernon plan. There is also a series of development and review guidelines that deal with land use, infrastructure, environment and government. These are to be used in association with the land use, future land use map, to determine land use change consistency with the comprehensive plan. And then secondarily, if the proposed change in land use is not consistent with the future land use map you'll have to fall back onto the guidelines to determine consistency. The plan covers a number of recommendations from future land use through and including an implementation program. Within Mt. Vernon is basically accepts the existing land uses and zoning in Mt. Vernon. We're not proposing changes to existing land use and we're not proposing changes to the zoning within Mt. Vernon. It does address, in terms of the future land use pattern it does address future land uses along the existing bypass, and then also the future bypass on the west side as it is extended and you'll see residential, industrial, commercial areas in various locations along the bypass. Relative to



Poseyville, the recommendations end up being growth around commercial, industrial growth, around the I-64 interchange, and then residential growth northwest of the elementary school. In the case of Cynthiana, as single family development in some of the vacant areas inside the present incorporated area. Posey County itself reflects, as I had mentioned before, outside New Harmony which is under this plan's jurisdiction this Plan Commission's authority, reflects what was in the Posey County...I mean the New Harmony comprehensive plan and we didn't second guess what they had developed. It shows, for instance, industrial development growth to the northwest the A.B. Brown power plant in West Franklin, and so is residential growth along State Road 66 running from the Posey-Vanderburgh County line to Blairsville. You can see that you've got to look at all of the plans in combination to get the specific recommendations for Poseyville, Cynthiana, Mt. Vernon and the two mile fringe around Mt. Vernon. Transportation recommendations several wants completion of the western component of the State Road 69 bypass, extension or reconstruction of Lamont Road from 62 to Bluff Road to improve access to the Maritime Center. The extension of I wanted to say, "Seivert" Road from the Industrial Drive to eastward to the State Road 69 bypass. Some portion of the road exist some portion do not. Reconstruct Grant Street from Lower New Harmony Road to Main Street. The City is pursuing that. There is also a trail that is being pursued, the Bend of the Ohio Trail from Brittlebank Park to the elementary school, then along the north bank of the Ohio River where it runs through the downtown river front park and then eastward. There is also a proposed trail linking Mt. Vernon, New Harmony State Park and New Harmony, and then there are also opportunities for safe routes to school, pedestrian and bicycle access. The City of Mt. Vernon has a current project from Eighth Street to West Elementary School. Utilities plan in the City of Mt. Vernon is to continue to eliminate the overflow problems with the sanitary sewer, complete the Mt. Vernon water filtration plan expansion. It will significantly enhance the amount of water capacity and pressure in the system. Continue expansion of the water and sewer lines to provide shovel ready development sites that's Posey County plan. Tap into Evansville sanitary sewer and water providers in Eastern Posey County based on cost efficiency. Exploring sewage treatment options for some of the large concentrations of septic tanks, on-site septic tanks and some of the unincorporated areas and eventually in the long term goal in the county is to work towards the County-wide water and sewer system. Relative to the community facility and service plan the unique thing in Mt. Vernon was to explore a facility for a new city hall, police department, and fire department. Relative to open space to recreation, the plan suggests that consideration be given to a new neighborhood park on the north side of Mt. Vernon as Mt. Vernon grows adding more recreational facilities in the Riverwood area south of Kimball Park in Mt. Vernon. Kimball Park is less than a half acre. That's very undersize relative to typical facilities you'd have in a neighborhood park although it does provide a playground surface for the community. Also, there may be opportunities

for park facilities in the unincorporated areas such as Wadesville. Then finally in the plan, in the Posey County plan, there is also a statement that major new subdivision in planned unit development should include park land or open space for those who live in those developments. The environmental plan is basically protect historic structures and protect the one hundred year flood plain from inappropriate development. Both of the plans, Posey County and Mt. Vernon, have an economic development component that says you need to develop an economic development program that identifies a basic development of an economic development program. Housing in the case of Mt. Vernon is to continue to remove the dilapidated structures and get them back onto the tax rolls. There is also a suggestion that Mt. Vernon may wish to identify target areas for housing rehabilitation programs and likewise the Posey County plan says the same for housing. In Mt. Vernon its implement the riverfront plan, implement the downtown redevelopment plan and then there's some specific land use control suggestions in the plan. One is to amend the Mt. Vernon general, commercial and central business district zoning districts to permit residential uses as a user right meaning you don't have to go out and get any other special permission. Today you would have to go out and get a special exception permit. The situation in one in which the commercial districts do not allow residential as a user right so single family, duplexes and multifamily are, and they do exist in many instances, are nonconforming uses. So, if someone wants to add on a room or add on a garage will either have to go through rezoning or in this instance go get a special exception permit. We think it is something that discourages continued investment in the property and you want to encourage investment until the time becomes opportune to actually convert it to commercial use. About the only recommendation we have in and around Mt. Vernon relative to the rezoning is you ought to give future consideration to industrial zoning along the bypass particularly as if it were to be extended to around the west side and because typically industrial land has the most astringent requirements associated with it and if you have an instance where a couple of residential uses go in or a minor subdivision would go in involving some houses, that it really discourages their use of that land for industrial purposes. Number three we think as you are looking further at Poseyville and Cynthiana they've got similar instances where the districts do not allow residential uses discourages continues investment in the properties for residential use until the commercial use comes along so we suggest likewise that those zoning districts be amended to permit residential uses. We also believe that some of the areas in the heart of Poseyville and Cynthiana probably have too much commercial zoning that that the commercial zoning is not likely to be realized. You may wish to consider rezoning some of those residential uses on the edge of those commercial areas back to office residential. And finally in the case of Cynthiana, we identified there's a light industrial area on the north side of the city, north of the abandoned railroad near Church Street you might consider rezoning that to agriculture. That's your prerogative. The next step in the process after you hear testimony here tonight and

take action it goes on to the Mt. Vernon common council. November 24<sup>th</sup> is the date that we've set for them to act to adopt the Mt. Vernon and we've identified November 18<sup>th</sup> for the Posey Board of Commissioners this coming Tuesday, and then it will be up to the Poseyville Town Council in Cynthiana Town Council also to adopt the Posey County plan. The last step is for the legislative bodies to adopt the plan by resolution not by law. So, at this point we will be open to...turn it back to the President to open the hearing to particular comments to be made and I'll certainly be willing to answer questions and we've already got some instances we've identified from textual changes that need to be made. Some are script errors and some are outright booboos that we made and we'll fix.

Mark Seib: Are there any questions or comments...?

Bill Newman with the Old National Bank and the Posey County Economic Development Partnership and as I reviewed that looking at economic development I am making an assumption that this plan does not specifically economic development that that would be handled in a totally different comprehensive plan or strategy for the County.

Jim Alsop: We've identified Sally Denning with the Chamber of Commerce and the Economic Development Coalition to work out a specific plan for Economic Development.

Bill Newman: Okay. I didn't see very much in your report about economic development; just two bullet points. Will it be expanded in the main report?

David Ripple: Yes, it is. It's very general in nature and typical of those you would have an economic development plan that has everything to do from infrastructure to the bargaining to business protection, business attraction to do with the entities in this community.

Bill Newman: One other point and this will be my final one; as I've done some of the draft plans one of our, as far as the County is concerned, one of our largest assets our school system and we don't address the school system at all. Is that because that's a separate entity?

David Ripple: That is because at this point in time we had no knowledge of specific major capital investments, expanding existing schools, or the identification of the locations for existing schools. So, we did not go into a capital improvement program or schools. But, I very much agree with you that communities' primary through high school very important component to retention not only to the existing population but also attracting additional population to live in Posey County. We can't understate it but on the other hand we did not get specific information provided to us on capital on the locations.

Page 8

City of Mt. Vernon and Posey County Public Hearing #2

Bill Newman: I think you did a nice job of explaining that too. It is huge for retention and also for attraction.

David Ripple: Thanks

Mark Seib: Anyone else? Hearing none...

David Ripple: We have some editorial things that we need to let you know about so you know we're not sneaking anything behind you or underneath. On the Mt. Vernon plan, if you go to page thirty five, which is just a general map of the existing land use for Mt. Vernon it was brought to our attention that we probably need to fix a couple of boundaries for the incorporated area of one area on the west side in terms of West Ridge Drive and then the other area is on the east side South of State Route 62 in the vicinity of Leonard at Lower Mt. Vernon Road. We'll be making those corrections in the final plan graphics and we'll make sure that those corrections are made in all graphics in Mt. Vernon. The other change that we made was on page eighty four. That has to do with residential and that has to do with the very first sentence under Residential. We felt that after Mendy and Thorn and I had interacted and talked about some treatment of mobile homes that maybe it would help to have some definitions in here that would be consistent with what is currently in your zoning regulations. So, for instance, for a mobile home we'll put in parenthesis that's, "A dwelling unit on a chassis not more than sixteen feet in width with or without a permanent foundation." In the case of single family we also put in parenthesis a phrase that says, "Including a manufactured or modular home of at least twenty three feet in width on a permanent foundation." So that when people utilize this in the future and your successors will know what we intended by the definition, and basically we are saying that a single family is a traditional stick built house, on-site built house, manufactured home that's a double-wide or greater or a modular home. All treated the same way; we don't make the distinction. We do make a distinction on mobile homes though. And then the final change on page one "o" one was a scripture's error where I can't spell "Lower New Harmony Road"; I put down "Lollow New Harmony Road." If there are any other scripture, you know typographical errors, that are brought to our attention we will make those corrections, but those were the only changes.

And then moving onto the County plan, pages twelve and thirteen that basically again this has to do with the corporate area boundaries and there's been some minor changes in both communities to those boundaries and the Executive Director of the Plan Commission is going to give me those corrections and we'll make sure that the incorporated graphics are correct for all graphics in Poseyville and Cynthiana. On page...let's see...we've got a very diligent reviewer. On page fourteen of the County plan, on the bottom, the second to the last paragraph, it speaks to the highest point in Posey County we had it in the wrong township. It should be in Robinson Township

instead of Center Township, and it should also be three miles east of Blairsville instead of three miles west Blairsville. It's roughly the intersection of Daven Island Road and Rexer Road. We made that correction. On the bottom of page fifty two the paragraph next to the last sentence it speaks to whether or not Poseyville and Cynthiana adopted subdivision regulations and we as the authors were in error and we've changed the sentence that says, "Neither town has adopted subdivision regulations." We changed it to, "Both towns have adopted the County Subdivision Ordinance in 1986." And then the last change that we made is on page ninety in the Posey County plan under Residential. The first paragraph we added the parenthetical definitions of the mobile home and a single family. The same definitions as I stated for Mt. Vernon.

Jim Alsop: Look back on page fifty five.

David Ripple: Yes sir.

Jim Alsop: In the transportation in the first paragraph is Posey misspelled. The third sentence at the bottom.

David Ripple: It went through Spell Checker, but anything will go through Spell Checker.

Jim Alsop: Also it should be Seibert Lane

David Ripple: It's known as Seibert Lane throughout from one end to the other?

Jim Alsop: Yes.

David Ripple: We'll make sure that correction is made throughout the document then because there is a Seibert Road. Both documents say, "Seibert Road" change to "Seibert Lane." Very good. Matt's got two official documents that we'll pass onto to you that your Executive Director or Secretary can forward then to the County Commissioners and the Common Council of Mt. Vernon as the official documents to act on. We probably don't have time to make all of these changes but we've got them written in so you know what the changes are. And if we find any other scripture errors, any typographical errors, then we'll make those corrections too. Thank you very much for your attention here tonight. We enjoyed working with the steering committees on both of these projects. There were very dedicated steering committees that came virtually every member came to all four meetings and the members also attended the open houses too. So, we appreciate your dedication in helping us to develop a plan that reflected the vision for your community. Thank you.

Mark Seib: Thank you. Speaking on behalf of this group I want to thank you for allowing us the time and effort that you have done for this project. It was something that



Page 10

City of Mt. Vernon and Posey County Public Hearing #2

was long overdue and it was an important project. We greatly appreciate your guidance in order to process it.

David Ripple: It was our pleasure.

Debbie Bennett-Stearsman: I do have one question. Procedurally, I guess Mindy are you planning on attending both of the meetings for adoption?

Mindy Bourne: Yes.

Debbie Bennett-Stearsman: I'll be going with you with resolutions for both. Okay. Is there any other questions or comments?

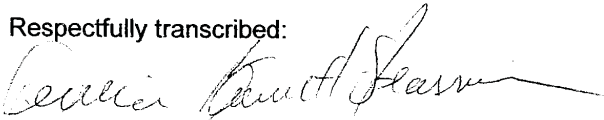
Mark Seib: Do we need to make recommendations tonight as far as an official motion?

David Ripple: Yes.

Debbie Bennett-Stearsman: I'm done. I'm going to turn this off if you want to close the public hearing.

Mark Seib: Okay. Unless someone else has something else to say, if not, we're going to close this portion of this meeting.

Respectfully transcribed:

A handwritten signature in cursive script, appearing to read "Debbie Bennett-Stearsman", written in black ink.

Debbie Bennett-Stearsman

# POSEY COUNTY COMMISSIONERS SIGN-IN SHEET

Public Hearing  
November 13, 2008  
6:00 P.M.

NAME	ORGANIZATION/ADDRESS
1. <i>Mindy Bourne</i>	<i>APC - 126 E. 3<sup>rd</sup> St.</i>
2. <i>Bucky Vincent</i>	<i>Area Plan - 126 E. 3<sup>rd</sup></i>
3. <i>Ron Fallowfield</i>	<i>Area Plan</i>
4. <i>Jim Clegg</i>	<i>Area Plan Commission</i>
5. <i>J. J. Weikert</i>	<i>" " "</i>
6. <i>Ch. Hill</i>	<i>" " "</i>
7. <i>Barry Tanner</i>	<i>" " "</i>
8. <i>Mark Hoge</i>	<i>" "</i>
9. <i>Mark Sait</i>	<i>" " "</i>
10. <i>Stephen Morlock</i>	<i>A P L</i>
11. <i>David Rippel</i>	<i>Bernardin-Lachmiller &amp; Associates</i>
12. <i>Mark Schreff</i>	<i>Bernardin-Lachmiller</i>
13. <i>Ferris Bennett - Team</i>	<i>The Coalition</i>
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	
25.	

# CITY OF MT. VERNON

## SIGN-IN SHEET

Public Hearing  
November 13, 2008  
6:00 P.M.

NAME	ORGANIZATION/ADDRESS
1. Mandy Bourse	Area Plan - 126 E. 3 <sup>rd</sup> St
2. Becky Vincent	Area Plan - 126 E. 3 <sup>rd</sup> St
3. Ron Follows	Area Plan
4. Nancy G. H. H.	Area Plan
5. J. H. H.	Area Plan Commission
6. Joa Neufelder	Area Plan Commission
7. Jan Olson	Area Plan Commission
8. MARK SRIB	AREA PLAN COMMISSION
9. BARRY TANNER	AREA PLAN COMMISSION
10. HARRY H.	
11. Stephen Morlock	A P L
12. GILL NEWMAN	OLD NATIONAL BANK / POLO EC. Dev. PARTNERSHIP
13. GREGORY CETH	STEERING COMMITTEE
14. BOB BOERNER	STEERING COMMITTEE
15. JOHN TUCKER	CITY OF MT VERNON
16. David Ripple	Bernardin-Lachmuller Associates
17. Matt Schuf	Bernardin-Lachmuller
18. Ellie Smith-Spence	The Coalition
19.	
20.	
21.	
22.	
23.	
24.	
25.	


11/13/2008

*City of Mount Vernon Comprehensive Plan*  
&  
*Posey County Comprehensive Plan*  
(Unincorporated Posey County, Poseyville & Cynthiana)

Public Hearing

Posey County Area Plan Commission  
Hovey House  
Fourth at Walnut  
Mount Vernon, Indiana 47620

November 13, 2008  
at 6:00 PM

 **BERNARDIN & LOCHMULLER & ASSOCIATES, INC.**  
LAND PLANNING • SURVEYING • PLANNING • ENVIRONMENTAL SERVICES

## OUTLINE

- Purpose of Public Hearing
- Planning Process
- Comprehensive Plan Benefits
- Comprehensive Plan Contents
- Community Profile
- Future Vision
- Recommendations
- Next Steps

## A. Purpose of Public Hearing

- Receive public comment on two draft comprehensive plans:
  - Mount Vernon
  - Posey County → unincorporated Posey County and Incorporated Poseyville and Cynthiana
- Public hearing fulfills two purposes:
  - Meets State statutory requirements for adoption of a new comprehensive plan
  - Fulfills Indiana Office of Community and Rural Affairs grant requirements for the separate grants funding each plan
- New Mount Vernon Plan replaces last plan in 1963
  - Incorporates Riverfront Revitalization Plan of 2007
  - Incorporates Downtown Redevelopment Plan of 2006
  - Reflects Western Bypass Feasibility Study of 1998
- New Posey County Plan replaces last plan in 1975 with updates in 1978, 1980, 1984 and 1998
  - Reflects 2008 New Harmony Comprehensive Plan fringe area recommendations
- Two plan documents due to two separate planning grants
  - Two plans are integrated → recommendations for fringe area of Mount Vernon identical in both plans

## B. Planning Process

- Four meetings with Mount Vernon and Posey County Steering Committees over past 7 months
  - Identify issues and leaders to be interviewed, and prepare survey (5/07 & 13/2008)
  - Develop future vision (7/15/2008)
  - Develop future alternatives (9/20/2008)
  - Develop recommendations (10/15/2008)
- Steering Committees met jointly to address common issues
- Separate community surveys for Mount Vernon and Posey County to identify issues
- Separate community leader interviews for Mount Vernon and Posey County to identify issues
- Two rounds of public information meetings for Mount Vernon and Posey County
  - Review background information and the future vision (7/30 & 31/2008)
  - Review future land use/transportation alternatives (9/17 & 18/2008)

## C. Comprehensive Plan Benefits

- Achieves community self-determination
- Protects property investments
- Preserves property tax base
- Helps keep tax rates down
- Promotes attractive and healthy living environments
- Guides future community development
- Helps use tax dollars in the most cost-efficient manner for the maintenance of existing and construction of new public infrastructure
- Provides a fair and equitable development process with a view towards efficient and cost-effective delivery of public services
- Facilitates grants to address community needs

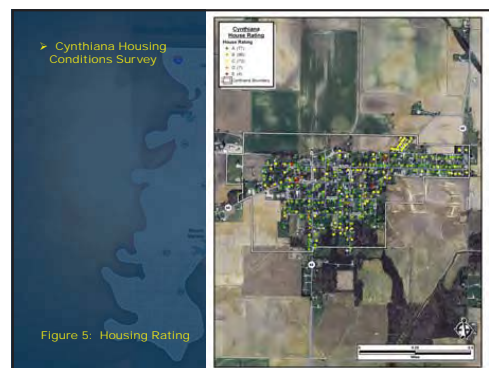
## D. Comprehensive Plan Contents

- State Statutes provide a general framework → The specific contents are unique to community.
- Establishes guidelines (not law) for future development.
- Provides guidelines for the development of roads, sewers, waterlines, drainage, parks and other community facilities.
- Provides guidelines for the protection of historic and natural resources.
- Based on conditions in the future → Year 2030.
- Geographically Coordinated Mount Vernon and Posey County Plans
  - Mount Vernon Plan covers the incorporated area and a two-mile fringe where the city has and is extending public infrastructure.
  - Posey County Plan covers the incorporated areas of Poseyville and Cynthiana and unincorporated Posey County including the two-mile fringe of Mount Vernon
  - Excludes New Harmony which has its own Comprehensive Plan and Plan Commission
  - Excludes Griffin which does not participate in planning
- Provides guidance for application of land use controls → zoning and subdivision control regulations
- May be amended any time, but should be reviewed every five years and updated every ten years.

11/13/2008

## E. Community Profile

1. Community setting → historic, natural environment, & socio-economic characteristics
2. Assessment of existing conditions → land use, transportation, utilities, and community facilities
3. Community issues identification → plan steering committee, community survey and community leader interviews





11/13/2008

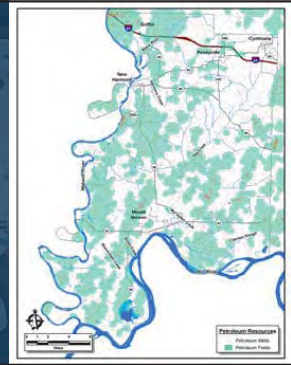
➤ Posey County Housing Rating

Figure 6: Housing Rating



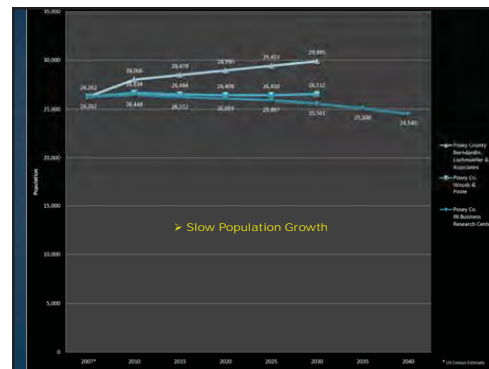
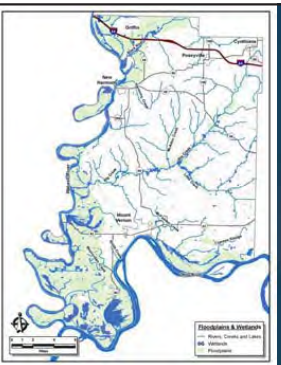
➤ Petroleum Resources

Figure 10: Petroleum Resources

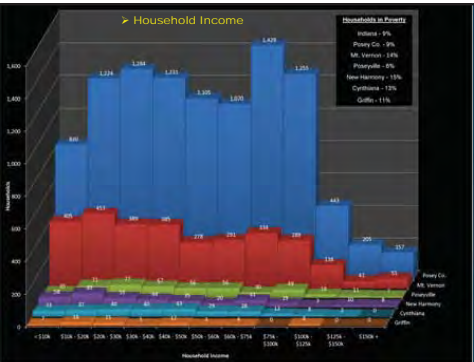


➤ Floodplains and Wetlands

Figure 11: Floodplains and Wetlands



➤ Slow Population Growth

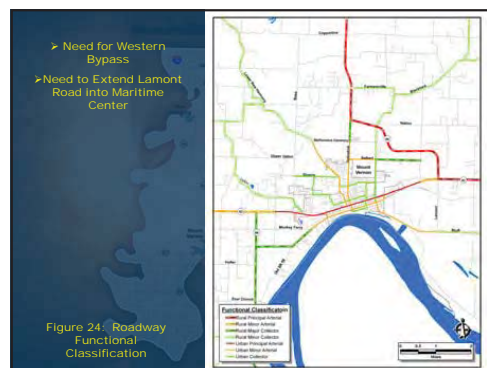
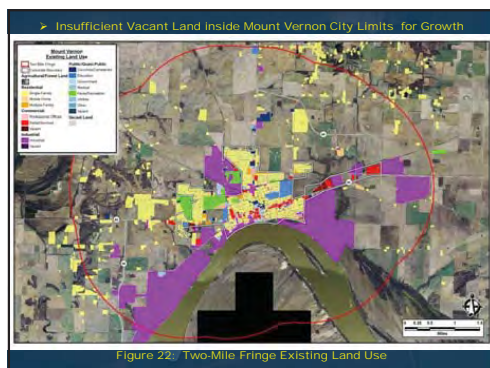
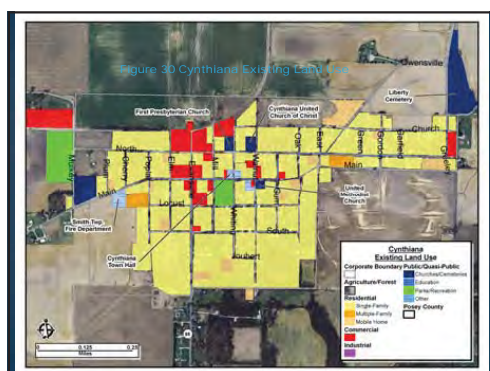
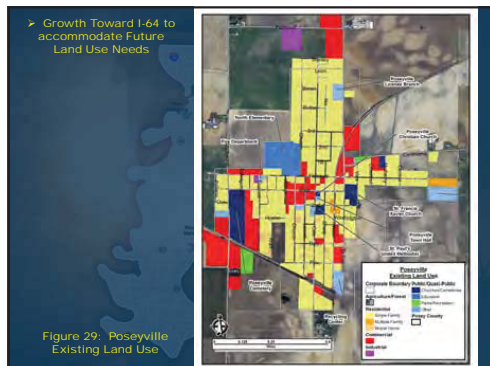


➤ Predominance of Agricultural Lands

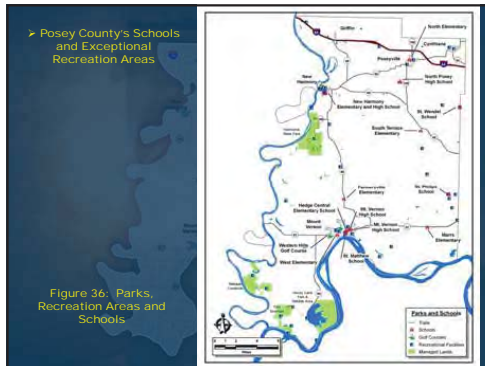
Figure 28: Posey County Existing Land Use



11/13/2008



11/13/2008



Mount Vernon	Posey County
<ol style="list-style-type: none"> <li>1. Encourage and increase retail and personal services</li> <li>2. Expand city water filtration and distribution system</li> <li>3. Improve sidewalks</li> <li>4. Better address vacant buildings</li> <li>5. Promote economic development</li> <li>6. Encourage new quality industry</li> <li>7. Upgrade and expand sewer system</li> <li>8. Improve stormwater drainage</li> <li>9. Address heavy truck flow</li> <li>10. Increase downtown events</li> </ol>	<ol style="list-style-type: none"> <li>1. Encourage new quality industry</li> <li>2. Promote rivers and highways as asset to draw new development</li> <li>3. Promote economic development</li> <li>4. Incentives to attract industries</li> <li>5. Incentives to grow existing businesses</li> <li>6. Better promote tourism</li> <li>7. Improve existing roads and bridges</li> <li>8. Build on existing attractions</li> <li>9. Need more destination points to attract tourism</li> <li>10. Encourage growth in northern Posey County, Poseyville and Cynthiana</li> </ol>

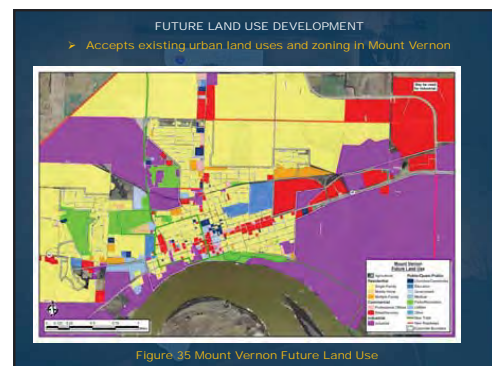
### F. Future Vision

(based on Community Issues, Steering Committee input and public open houses)

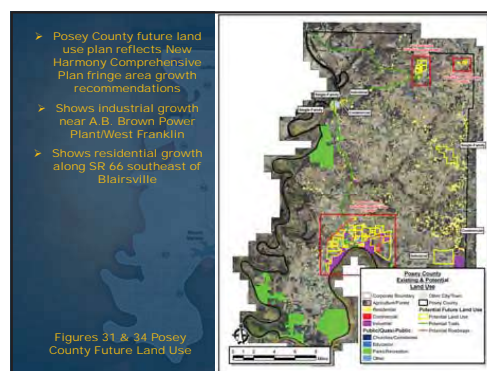
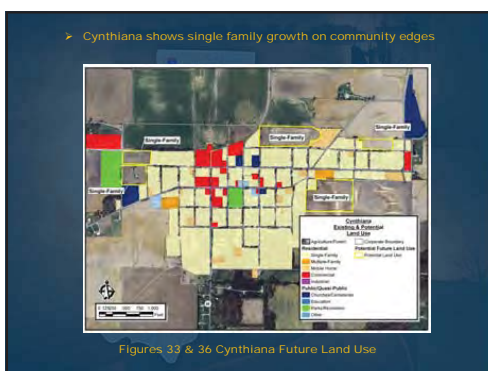
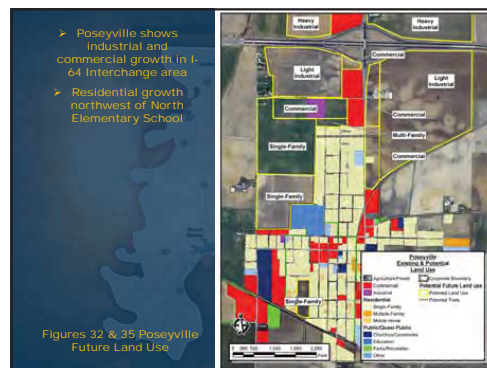
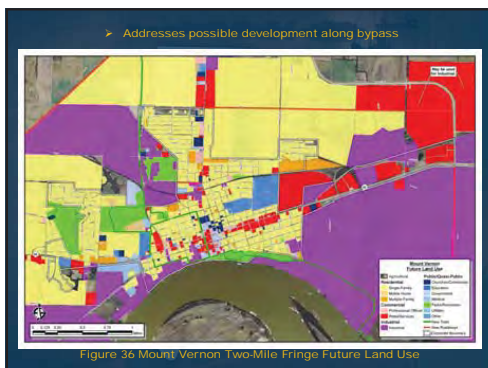
1. Vision Statement
2. Land Use Development Policy Statement
3. Community Infrastructure Policy Statement
4. Goals and Objectives for Future Development
  - Economic development, tourism, housing, business, environment, transportation, utilities, recreation, community
5. Guidelines → land use, infrastructure, environment and government
  - Used in conjunction with future land use map to determine land use change consistency with comprehensive plan
  - Basis for determining consistency with comprehensive plan when inconsistent with future land use map

### G. Recommendations

1. Future Land Use Development Plan
2. Transportation/Thoroughfare Plan
3. Utilities Plan
4. Community Facilities and Services Plan
5. Open Space and Recreation Plan
6. Environment Plan
7. Implementation Program







## G. Recommendations (continued)

### 2. Transportation/Thoroughfare Plan →

- Completion of Western SR 69 Bypass
- Extension/Reconstruction of Lamont Road from SR 62 to Bluff Road to improve Maritime Center access
- Reconstruction and extension of Seibert Road from Industrial Drive to the SR 69 Bypass
- Reconstruct Grant Street from Lower New Harmony Road to Main Street in Mount Vernon
- Band of the Ohio River Trail from Brittlebank Park to West Elementary School and along the north bank of the Ohio River through new downtown riverfront park and eastward
- Trail linking Mount Vernon, Harmony State Park and New Harmony
- Safe-Routes-to-School pedestrian/bicycle access → 8<sup>th</sup> Street to West Elementary School in Mount Vernon

### 3. Utilities Plan →

- Elimination of Mount Vernon sanitary sewer overflow problems
- Completion of Mount Vernon water treatment plant expansion
- Continued expansion of incorporated area sewer and water lines to provide shovel ready development sites
- Tap into Evansville sanitary sewer and water providers in eastern Posey County
- Explore sewage treatment options for large concentrations of on-site septic systems in unincorporated areas
- Work toward county-wide water and sewer system in future

## G. Recommendations (continued)

### 4. Community Facilities and Services Plan

- Explore options for new City Hall, Police Department and Fire Department buildings in Mount Vernon

### 5. Open Space and Recreation Plan

- Consider a new neighborhood park on the north side of Mount Vernon
- Add more recreation facilities in the Riverwood area south of under-sized Kimball Park in Mount Vernon
- Unincorporated areas such as Wadesville would benefit from adding parkland
- New subdivisions and planned unit developments should include parkland or open space for those residents

### 6. Environment Plan

- Protect historic structures
- Protect the 100-year floodplain from inappropriate development

### 7. Economic Development → develop a Mount Vernon and Posey County Program

11/13/2008

### G. Recommendations (continued)

8. **Housing**
  - Continued removal of dilapidated structures in Mount Vernon
  - Develop targeted housing rehabilitation program for Mount Vernon
  - Posey County should do likewise
9. **Riverfront Redevelopment (Mount Vernon)**
  - Implement the adopted Riverfront Plan
10. **Downtown Revitalization (Mount Vernon)**
  - Implement the adopted Downtown Redevelopment Plan
11. **Land Use Controls**
  - Amend the Mount Vernon General Commercial (CG) and Central Business District (CBD) zoning districts to permit residential uses as a use of right without a special exception permit
  - Give future consideration to industrial rezoning along the existing and extended SR 69 Bypass to protect prime industrial areas from inappropriate development
  - Amend the Poseyville and Cynthiana Neighborhood Commercial District (B-1), Central Business District (CBD or B-2) and General Commercial District (CG or B-3) zoning districts to permit residential uses
  - Consider rezoning residential uses on the edge of existing commercial areas to residential or office in the heart of Poseyville and Cynthiana
  - Consider rezoning the industrial area north of the abandoned railroad and Church Street to agriculture in Cynthiana

### H. Next Step

1. After reviewing oral and written testimony, the Area Plan Commission will recommend action on the Comprehensive Plans to:
  - Mount Vernon Common Council (11/24/2008)
  - Posey County Board of Commissioners (11/18/2008)
  - Poseyville Town Council
  - Cynthiana Town Council
2. Action by the local legislative bodies through a resolution (not law)

Thank You!



**BERNARDIN LOCHMULLER & ASSOCIATES, INC.**  
Engineering • Planning • Architecture • Urban • Historic Preservation









## **Bernardin Lochmueller & Associates, Inc.**

6200 Vogel Road, Evansville, Indiana 47715-4006  
800.423.7411

[blainc.com](http://blainc.com)